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ANNEX

LIST

Number

**PUBLICATIONS OF
THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT**

BULLETIN No. 1

**OFFICERS, DIRECTORS, STANDING
COMMITTEES, CONSTITUTION,
BY-LAWS, AND MEMBERS**

WHAT IS A MUNICIPAL ART SOCIETY?

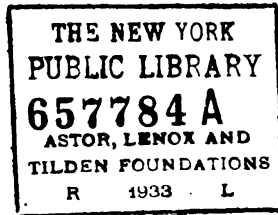
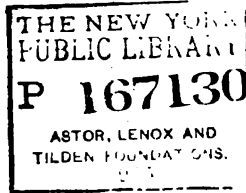
**CHARLES NOEL FLAGG
HARTFORD, CONN.**

**GEORGE A. PARKER
SUPERINTENDENT KENNEY PARK, HARTFORD, CONN.**



ORGANIZED 1904

**HARTFORD, CONN.
PUBLISHED BY THE SOCIETY
1904**



NOTE

THE publications of The Municipal Art Society of Hartford are to consist of three series, to be known as "Bulletins," octavo in size, "Leaflets," 12mo, and "Miscellaneous," quarto. Each series is to be consecutively numbered. Where possible it is expected that each publication will appear as a bulletin.

The first publication, Bulletin No. 1, is issued to show the aims and objects of the Society and its membership.

PUBLICATION COMMITTEE.

NOV 17 1933
NEW YORK

THE MUNICIPAL ART SOCIETY OF HARTFORD.

OFFICERS, 1904-1905.

President.

CHARLES NOEL FLAGG.

First Vice-President,

and Librarian.

GEORGE S. GODARD.

Second Vice-President.

MRS. APPLETON R. HILLYER.

Third Vice-President.

FREDERICK L. FORD.

Treasurer.

CHARLES A. GOODWIN.

Secretary.

WALTER S. SCHUTZ.

DIRECTORS.

The Officers, the Chairmen of the Standing Committees, and the following:

MRS. M. TOSCAN BENNETT,

MORGAN G. BULKELEY,

LOUIS R. CHENEY,

ALBERT ENTRISS,

EDWARD J. GARVAN,

MRS. WALTER L. GOODWIN,

WILLIAM F. HENNEY,

MRS. JOHN M. HOLCOMBE,

GEORGE KELLER,

FLAVEL S. LUTHER,

MISS ANNIE E. TRUMBULL,

HENRY C. WHITE.

STANDING COMMITTEES.

Committee on Baths and Houses of Comfort.

PATRICK GARVAN, *Chairman*.

MISS EFFIE ABRAMS,

CLEMENT H. BRIGHAM,

JOHN F. GUNSHANAN,

MISS MARY G. JONES,

FRANCIS PARSONS,

EDWARD K. ROOT.

Committee on the City Plan.

GEORGE A. PARKER, *Chairman*.

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F. SPENCER GOODWIN,

EDWARD T. HAPGOOD,

WILLIAM A. LORENZ.

Committee on Civic Centres and Public Buildings.

EDWIN D. GRAVES, *Chairman*.

MRS. CHARLES C. BEACH,

ALBERT S. COOK,

FREDERICK L. FORD,

CHARLES WELLES GROSS,

MRS. APPLETON R. HILLYER,

MISS ANNIE E. TRUMBULL.

OFFICERS.

Committee on Exhibitions and Competitions.MRS. M. TOSCAN BENNETT, *Chairman.*WARREN T. BARTLETT,
WALTER H. CLARK,MRS. A. MERWIN GRAY,
MRS. JOHN M. PARKER, JR.**Finance Committee.**

ALBERT ENTRESS,

EDWARD J. GARVAN.

Committee on Law.EDWARD J. GARVAN, *Chairman.*JOHN H. BUCK,
L. P. WALDO MARVIN,MORRIS OLDER,
JOSEPH P. TUTTLE.**Committee on Legislation.**JOHN R. BUCK, *Chairman.*M. TOSCAN BENNETT,
JOSEPH BUTHS,
WILLIAM H. CORBIN,
HARRISON B. FREEMAN, JR.,FRANK P. FURLONG,
JOHN M. NEY,
WALTER S. SCHUTZ,
FRANK C. SUMNER.

ARCHIBALD A. WELCH.

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ALBERT L. WASHBURN,THOMAS S. WEAVER,
ANDREW J. WELCH,
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MRS. WALTER L. GOODWIN,FLAVEL S. LUTHER,
GEORGE S. TALCOTT.**Committee on Printing and Publications.**GEORGE S. GODARD, *Chairman.*FRANK B. GAY,
CURTIS H. MOYER,WILLIAM H. SMITH,
WILLIS I. TWITCHELL.**Committee on Street Fixtures and Advertising Signs.**ROBERT H. SCHUTZ, *Chairman.*MISS MARY BULKLEY,
JOHN O. ENDERS,MRS. JACOB H. GREENE,
FOSTER E. HARVEY.

CONSTITUTION.

Adopted October 18, 1904.

ARTICLE I.

Name.

This Society shall be called **THE MUNICIPAL ART SOCIETY OF HARTFORD.**

ARTICLE II.

Object.

The object of this Society shall be to conserve and enhance in every practicable way the beauty of the streets, buildings, and public places of Hartford; to stimulate interest in the scenic, artistic, and architectural development of the City; and to encourage a greater civic pride in the care and improvement of public and private property.

ARTICLE III.

Membership.

There shall be three classes of members: Life, Annual, and Honorary.

1. Life members shall be such persons, approved by the Committee on Membership, as shall contribute twenty-five dollars for the uses of the Society.

2. Annual members shall be such persons, approved by the Committee on Membership, as shall contribute two dollars annually for the uses of the Society, payable in the month of July.

3. Honorary members shall be such persons as the Society may elect at an annual meeting, upon recommendation of the Board of Directors.

4. Annual members who have not paid their contribution at the time of the last meeting of the Board of Directors previous to the annual meeting, may be stricken from the rolls, by vote of the Board.

ARTICLE IV.

Meetings of the Society.

The annual meeting of the Society shall be held on the third Tuesday in October. Special meetings may be called by the Board of Directors at any time. Twenty-five members shall constitute a quorum.

ARTICLE V.

Board of Directors.

The Society shall be governed by a Board of Directors, consisting of eighteen members, who shall be elected at the annual meeting, and of the Chairmen of the various Standing Committees. They shall hold office until the next annual meeting, or until their successors are elected, and may fill vacancies in their own number for any unexpired term.

The Board of Directors shall choose from their own number the Officers of the Society, and may make such By-Laws and rules for the government of the Society as shall not be inconsistent with this Constitution.

They shall have entire control of the property and funds of the Society, and shall make a full report of their proceedings to the Society at the annual meeting.

Regular meetings of the Board shall be held on the first Tuesdays of June, October, December, and March.

Special meetings may be called by the President whenever he may think necessary, and he shall call such meetings at the written request of at least three Directors.

Five directors shall constitute a quorum.

ARTICLE VI.

Officers.

The officers shall be a President, First, Second, and Third Vice-Presidents, a Secretary, a Treasurer, and a Librarian.

These officers shall be elected by the Board of Directors, from their own number, by ballot, at the first meeting of the Board after the annual meeting, and shall hold office for one year or until their successors are elected.

The Board shall fill a vacancy in any office for the unexpired term.

ARTICLE VII.

President and Vice-Presidents.

The President shall preside at all meetings of the Society and of the Board of Directors.

The President shall appoint, subject to the approval of the Board of Directors, the Standing Committees and such special committees as he may from time to time deem necessary.

The President shall be *ex officio* a member of all standing and special committees, and shall be entitled to vote at their meetings; but shall not be counted in forming a quorum.

In the absence of the President his duties shall devolve upon the Vice-Presidents in order.

ARTICLE VIII.

Secretary.

The Secretary shall keep a record of the proceedings of all meetings of the Society and of the Board of Directors.

He shall be the custodian of the seal and the records.

He shall keep a roll of all members.

He shall conduct the correspondence of the Society and issue notices of all meetings of the Society and of the Board of Directors.

He shall make a written report at the annual meeting.

ARTICLE IX.

Treasurer.

The Treasurer, under direction of the Board of Directors, shall have charge of the funds of the Society.

He shall collect all moneys due the Society.

He shall make such disbursements and only such as the Board of Directors shall order.

His accounts shall be audited by the Auditing Committee one week before the annual meeting, and he shall present at such meeting a detailed statement showing the financial condition of the Society on the first day of October preceding.

ARTICLE X.

Librarian.

The Librarian shall be the custodian of such books, papers, and maps received or published by the Society as the Secretary shall direct.

ARTICLE XI.

Standing Committees.

There shall be the following Standing Committees:

1. A Committee on Membership.
2. A Committee on Street Fixtures and Advertising Signs.
3. A Committee on Civic Centres and Public Buildings.
4. A Committee on the City Plan.
5. A Committee on Parks, Thoroughfares, and Playgrounds.
6. A Committee on Baths and Houses of Comfort.
7. A Committee on Permanent Work.
8. A Committee on Exhibitions and Competitions.
9. A Committee on Printing and Publications.
10. A Committee on Law.
11. A Committee on Legislation.
12. An Auditing Committee.

ARTICLE XII.

General Provisions Governing Standing Committees.

Each Committee shall elect a clerk.

The Chairman may call meetings at his pleasure, and shall call meetings on the written request of two members.

The Clerk shall keep the minutes of the meetings in a book provided for that purpose, which shall at all times be open to the inspection of the Secretary of the Society.

Three members of a Committee shall constitute a quorum.

No indebtedness shall be incurred by any Committee except by approval of the Board of Directors.

Bills contracted by a Committee shall be countersigned by the Chairman and presented to the Board of Directors for payment.

Each Committee shall make a written report at the annual meeting.

ARTICLE XIII.

Amendments.

This Constitution may be amended at any annual or special meeting of the Society by a two-thirds vote of those present, provided the proposed amendment shall have been submitted in writing to the Secretary and set forth in the call for the meeting.

BY-LAWS.

Adopted November 15, 1904.

ARTICLE I.

Meetings.

The following shall be the Order of Business at all regular and special meetings of the Board of Directors, unless changed by a majority vote of those present:

1. Reading of Minutes.
2. Reports of Officers.
3. Reports of Standing Committees.
4. Reports of Special Committees.
5. Elections.
6. Unfinished Business.
7. Miscellaneous Business.

ARTICLE II.

Standing Committees.

It shall be the duty of the various Standing Committees to investigate matters within the scope of their respective appointments, and to report thereon through their chairmen at the regular meetings of the Board of Directors. The Directors may also call upon the various Standing Committees for special reports at any time.

ARTICLE III.

Finance.

1. The Board of Directors shall choose from their own number two members, *not officers*, as a Finance Committee, to hold office during the pleasure of the Board.
2. The Board of Directors shall, from time to time, appropriate such sums as they deem necessary to the Finance Committee to defray the ordinary running expenses of the Society.
3. The Finance Committee shall apportion the appropriations provided for in Section 2 of this article among the various officers and committees to defray their ordinary running expenses, and no bills shall be contracted by any officer or committee except with the sanction of the Finance Committee.
4. The Finance Committee may make order upon the Treasurer for the payment of all bills contracted under their authority.
5. Appropriations for extraordinary expenditures shall only be made by vote of the Board of Directors.

ARTICLE IV.

Amendments.

These By-Laws shall only be amended by a two-thirds vote of the Directors present at any meeting.

LIFE MEMBERS.

RAPHAEL BALLERSTEIN,
 MRS. CHARLES C. BEACH,
 MORGAN G. BULKELEY,
 RICHARD O. CHENEY,
 MRS. RICHARD O. CHENEY,
 MRS. SAMUEL COLT,
 ALBERT ENTRESS,
 MRS. APPLETON R. HILLYER,
 MISS ELIZABETH S. STEDMAN,
 MISS MABEL C. TULLER,
 ANDREW J. WELCH.

ANNUAL MEMBERS.

ABRAMS, ALVA E.	43 Washington Street
ABRAMS, MISS EFFIE	43 Washington Street
AISHBERG, EDWIN	30 Buckingham Street
ALLEN, EDWIN S.	36 Pearl Street
ALLEN, ISAAC A.	904 Main Street
AMES, CHARLES L.	1281 Main Street
ANDRETTA, ANTONIO S.	22 Village Street
ANDREWS, JAMES P.	37 Willard Street
ANDREWS, MRS. JAMES P.	37 Willard Street
ANGUS, WILLIAM	110 Oak Street
BALDWIN, EDWARD M.	214 Pearl Street
<i>Ballerstein, Raphael</i>	153 Lafayette Street
BALLERSTEIN, MRS. RAPHAEL	153 Lafayette Street
BARTLETT, WARREN T.	764 Main Street
BARTON, MISS MARY C.	57 Forest Street
BAXTER, WILLIAM G.	231 Asylum Street
BAYLEY, LEWIS D.	Lenox Court
BEACH, CHARLES C.	54 Woodland Street
<i>Beach, Mrs. Charles C.</i>	54 Woodland Street
BEARDSLEY, CLARENCE I.	60 Cone Street
BECKWITH, OLIVER R.	3 Asylum Street
BENNETT, M. TOSCAN	6 Park Terrace
BENNETT, MRS. M. TOSCAN	6 Park Terrace
BESTOR, HOWARD G.	82 Pearl Street
BINGHAM, MRS. EDWIN H.	44 Gillett Street
BIRDSEYE, ARTHUR J.	50 State Street
BLISS, EDWARD B.	173 Collins Street
BLISS, FREDERICK J.	17 Lewis Street

BLISS, FREDERICK S.	73 Farmington Avenue
BOARDMAN, WILLIAM F. J.	74 Farmington Avenue
BOARDMAN, WILLIAM G.	10 Marshall Street
BOARDMAN, MRS. WILLIAM G.	10 Marshall Street
BOTSFORD, MISS MARY B.	121 Sigourney Street
BRABAZON, THOMAS	141 Pearl Street
BRACKETT, F. A.	92 Barbour Street .
BRAINARD, HARRY L.	456 Washington Street
BRAINARD, MORGAN B.	135 Washington Street
BRANDEGEE, ROBERT B.	Farmington, Conn.
BRENTON, MRS. CRANSTON	78 Vernon Street
BRIGHAM, CLEMENT H.	114 Wooster Street
BRITTON, CHARLES O.	554 Prospect Avenue
BRITTON, MRS. CHARLES O.	554 Prospect Avenue
BRITTON, JAMES J.	120 Governor Street
BROCKLESBY, WILLIAM C.	36 Pearl Street
BUCK, HENRY R.	18 Girard Avenue
BUCK, MRS. HENRY R.	18 Girard Avenue
BUCK, JOHN H.	37 Forest Street
BUCK, JOHN R.	37 Forest Street
BUCKLEY, PATRICK R.	42 Asylum Street
<i>Bulkeley, Morgan G.</i>	136 Washington Street
BULKELEY, MRS. MORGAN G.	136 Washington Street
BULKLEY, MISS MARY	924 Asylum Avenue
BUNCE, MRS. JOHN L.	4 Willard Street
BUNCE, MRS. JONATHAN B.	61 Edwards Street
BUNDY, HORACE L.	904 Main Street
BURNELL, CALVIN J.	35 Willard Street
BUSHNELL, MRS. HORACE	91 Elm Street
BUTHS, JOSEPH	50 Allen Place
CADY, ERNEST	249 Farmington Avenue
CAIRNS, MISS ELIZABETH J.	80 Clark Street
CAMEBON, ALEXANDER	20 Edgewood Street
CAMP, JOHN SPENCER	1021 Asylum Avenue
CAPOALE, ROCCO	18 State Street
CARLETON, WILLIAM N.	Trinity College
CARNEY, WILLIAM C.	59 Belden Street
CHAPIN, MISS FLORENCE L.	18 May Street
CHAPIN, GILBERT W.	350 Farmington Avenue
CHAPIN, MERRICK W.	23 May Street
CHASE, GEORGE L.	914 Asylum Avenue
CHASE, WARREN D.	739 Main Street
CHENEY, FRANK W.	South Manchester, Conn.
CHENEY, MRS. FRANK W.	South Manchester, Conn.
CHENEY, LOUIS R.	40 Woodland Street
CHENEY, MRS. LOUIS R.	40 Woodland Street
<i>Cheney, Richard O.</i>	South Manchester, Conn.
<i>Cheney, Mrs. Richard O.</i>	South Manchester, Conn.
CHESEBRO, JAMES L.	904 Main Street
CHURCH, EARL D.	53 Trumbull Street
CHURCHILL, MRS. FREDERICK H.	New Britain, Conn.
CHURCHILL, MISS ROSE	New Britain, Conn.
CLARK, HERBERT G.	800 Main Street
CLARK, MISS MARY H.	160 Garden Street
CLARK, ROSCOE N.	800 Main Street
CLARK, WALTER H.	32 Atwood Street
CLARK, WILLIAM B.	783 Main Street
CLAUSSEN, EDWARD E.	78 Edwards Street
COLLINS, MRS. WILLIAM E.	990 Asylum Avenue
<i>Colt, Mrs. Samuel</i>	30 Wethersfield Avenue
CONE, JAMES B.	640 Farmington Avenue
CONE, MRS. JAMES B.	640 Farmington Avenue

CONKLIN, HARRY S.	983 Asylum Avenue
CONKLIN, WILLIAM P.	1015 Asylum Avenue
COOK, ALBERT S.	90 Gillett Street
COOK, MRS. ALBERT S.	90 Gillett Street
COOK, MRS. ANSEL G.	340 Farmington Avenue
CORBIN, WILLIAM H.	1217 Main Street
CORSON, WILLIAM R. C.	36 Pearl Street
CRAWFORD, MRS. CHARLES M.	15 Charter Oak Place
CRAWFORD, NORMAN MCD.	15 Charter Oak Place
CROSSFIELD, FREDERIC S.	75 Pratt Street
CUMMINGS, MISS ALICE T.	180 Sargeant Street
CUSHMAN, FRANK S.	41 Ellsworth Street
CUTLER, RALPH W.	101 Washington Street
DANIELS, LEONARD C.	64 Farmington Avenue
DAVIS, MISS BELLE C.	192 High Street
DAVIS, FREDERICK W.	79 Vernon Street
DAVIS, MRS. FREDERICK W.	79 Vernon Street
DAVIS, SOLON P.	86 Edwards Street
DAVIS, MRS. SOLON P.	86 Edwards Street
DAY, ARTHUR P.	957 Asylum Avenue
DAY, EDWARD M.	50 State Street
DEBONIS, DOMINICK A.	45 Windsor Avenue
DEWING, MRS. LEONARD H.	80 Buckingham Street
DIMOND, JOHN E.	2 Central Row
DIXON, MISS ELIZABETH L.	159 Farmington Avenue
DOTY, SAMUEL C.	50 State Street
DUNHAM, SAMUEL G.	1030 Asylum Avenue
DUNHAM, MRS. SAMUEL G.	1030 Asylum Avenue
DUNNING, STEWART N.	50 State Street
EBERLE, EDWARD	902 Main Street
ELLSWORTH, ERNEST B.	126 Collins Street
ENDERS, JOHN O.	17 Highland Street
ENDERS, MRS. JOHN O.	17 Highland Street
ENGLISH, MRS. JOEL L.	12 Fern Street
Entress, Albert	599 Main Street
FAENHAM, CHARLES S.	800 Main Street
FAXON, WALTER C.	29 Huntington Street
FAXON, MRS. WALTER C.	29 Huntington Street
FELT, LEVI L.	142 Jefferson Street
FENN, E. HART	Wethersfield, Conn.
FERGUSON, HENRY	123 Vernon Street
FERGUSON, MRS. HENRY	123 Vernon Street
FLAGG, CHARLES NOEL	90 Washington Street
FLAGG, MRS. CHARLES NOEL	90 Washington Street
FORD, FREDERICK L.	800 Main Street
FORD, MRS. FREDERICK L.	27 Ward Street
FOSTER, MRS. ELLIOT C.	17 Girard Avenue
FOX, ROBERT H.	45 Elmer Street
FRANCIS, EDWARD M.	770 New Britain Avenue
FRANKLIN, MISS BESSIE L.	145 Woodland Street
FRAYER, WILLIAM W.	446 Asylum Street
FREEMAN, HARRISON B., JR.	566 Prospect Avenue
FREEMAN, MRS. HARRISON B., JR.	566 Prospect Avenue
FRISBIE, EDWARD C.	136 Collins Street
FURLONG, FRANK P.	58 State Street
FURNESS, MRS. WILLIAM T.	186 Sigourney Street
GARVAN, MISS AGNES W.	236 Farmington Avenue
GARVAN, EDWARD J.	36 Pearl Street
GARVAN, PATRICK	236 Farmington Avenue

GAY, FRANK B.	658	Farmington Avenue
GAY, GEORGE A.		West Hartford, Conn.
GILBERT, CHARLES E.	60	Gillett Street
GILBERT, MRS. CHARLES E.	60	Gillett Street
GILLETT, ARTHUR L.	1	Wethersfield Avenue
GILMAN, MRS. GEORGE H.	149	Lafayette Street
GLADDING, CURTIS P.	1203	Main Street
GLADWIN, SIDNEY M.	36	Pearl Street
GLAZIER, ROBERT C.	124	Asylum Street
GODARD, GEORGE S.	66	Blue Hills Avenue
GODARD, MRS. GEORGE S.	66	Blue Hills Avenue
GOODMAN, RICHARD J.	50	State Street
GOODRICH, CHARLES C.	253	Capitol Avenue
GOODRICH, MRS. CHARLES C.	253	Capitol Avenue
GOODRICH, RAYMOND M.	63	Highland Street
GOODRICH, MRS. RAYMOND M.	63	Highland Street
GOODRICH, THEODORE H.	73	Washington Street
GOODRICH, MRS. THEODORE H.	73	Washington Street
GOODWIN, MISS CAROLYN A.	201	Farmington Avenue
GOODWIN, CHARLES A.	36	Pearl Street
GOODWIN, FRANCIS	103	Woodland Street
GOODWIN, MRS. FRANCIS	103	Woodland Street
GOODWIN, F. SPENCER	103	Woodland Street
GOODWIN, JAMES	76	Garden Street
GOODWIN, WALTER L.	1204	Asylum Avenue
GOODWIN, MRS. WALTER L.	1204	Asylum Avenue
GORDY, MRS. WILBUR F.		Springfield, Mass.
GOETON, PHILIP G.	49	Pearl Street
GRAVES, EDWIN D.	650	Main Street
GRAY, A. MERWIN	670	Prospect Avenue
GRAY, MRS. A. MERWIN	670	Prospect Avenue
GREEN, CHARLES R.		State Capitol
GREEN, DAVID I.	57	Trumbull Street
GREEN, JAMES W.	370	Asylum Street
GREENE, JACOB H.	184	Sigourney Street
GREENE, MRS. JACOB H.	184	Sigourney Street
GRESHAM, SAMUEL P.	36	Pearl Street
GRIFFIN, WALTER V.		Wadsworth Atheneum
GROSS, CHARLES E.	750	Main Street
GROSS, CHARLES WELLES	750	Main Street
GUNSHANAN, JOHN F.	19	Affleck Street
HAAS, BENJAMIN L.	15	Niles Street
HAAS, LOUIS B.	79	Imlay Street
HAAS, MISS L. S.	79	Imlay Street
HAGARTY, FRANK A.	11	Central Row
HALL, CLARENCE L.	61	Wethersfield Avenue
HALLIDAY, WILBUR T.	114	Pearl Street
HAMERSLEY, WILLIAM	180	Farmington Avenue
HANSEL, CHARLES R.	18	Asylum Street
HANSLING, PHILIP, JR.	800	Main Street
HAPGOOD, EDWARD T.	141	Trumbull Street
HARRINGTON, EMERSON F.	7	Charter Oak Place
HARPER, J. WARREN	50	State Street
HART, MRS. EDWARD G.	69	Willard Street
HART, MRS. GERALD W.	24	Highland Street
HARTMANFT, FREDERICK B.	49	Pearl Street
HARVEY, FOSTER E.	865	Main Street
HENKE, MISS FRANCESCA A.	36	Jefferson Street
HENNEY, WILLIAM F.	11	Central Row
HEWES, DWIGHT N.	725	Main Street
HEWINS, MISS CAROLINE M.		Wadsworth Atheneum
HILLS, MRS. IRENE H.	50	Gillett Street

HILLS, J. COOLIDGE	19 Atwood Street
Hillyer, Mrs. Appleton R.	91 Elm Street
HILLYER, DRAYTON	96 Woodland Street
HILLYER, MISS LUCY	91 Elm Street
HILLYER, MISS MARY	91 Elm Street
HOLCOMBE, HAROLD G.	49 Pearl Street
HOLCOMBE, JOHN M.	79 Spring Street
HOLCOMBE, MRS. JOHN M.	79 Spring Street
HOLDEN, BENEDICT M.	875 Broad Street
HOLDEN, MRS. BENEDICT M.	875 Broad Street
HONEY, FREDERIC R.	73 Wethersfield Avenue
HOOKEE, THOMAS W.	119 Capitol Avenue
HOOKEE, MRS. EDWARD W.	10 Myrtle Street
HOWARD, CHARLES P.	116 Farmington Avenue
HONISS, WILLIAM H.	370 Asylum Street
HURLEY, OWEN J.	Bristol, Conn.
HUSSEY, SAMUEL J.	99 Edwards Street
HUSSEY, MRS. SAMUEL J.	99 Edwards Street
JEWELL, CHARLES A.	140 Washington Street
JEWELL, MRS. CHARLES A.	140 Washington Street
JOHNSON, MISS ELEANOR	79 Elm Street
JOHNSON, MISS MABEL	79 Elm Street
JOHNSON, MRS. M. M.	122 Woodland Street
JOHNSTONE, CHRISTOPHER	45 Pratt Street
JONES, MISS MARY G.	15 North Street
JONES, WILLIAM H.	Rockville, Conn.
JONES, MRS. WILLIAM H.	Rockville, Conn.
KELLER, GEORGE	11 Park Terrace
KELLER, MRS. GEORGE	11 Park Terrace
KENDALL, GEORGE E.	704 Main Street
KENISTON, JAMES M.	Hartford Hospital
KENISTON, MRS. JAMES M.	Hartford Hospital
KNIGHT, JAMES H.	6 Charter Oak Place
LAWRENCE, CHARLES H.	199 Sigourney Street
LAWRENCE, MRS. CHARLES H.	199 Sigourney Street
LAWRENCE, NED	357 Capitol Avenue
LEIGH, MISS JESSIE	32 Ward Street
LEWIS, ROBERT H.	485 Albany Avenue
LOOMIS, MRS. THOMAS R.	320 Farmington Avenue
LORENZ, WILLIAM A.	370 Asylum Street
LUNGER, JOHN B.	9 South Highland Street
LUTHER, FLAVEL S.	Trinity College
LYMAN, THEODORE	22 Woodland Street
MACK, JOHN F.	852 Main Street
MCADAM, LUCIUS	562 Prospect Avenue
MCADAM, MRS. LUCIUS	562 Prospect Avenue
MCCOOK, JOHN B.	396 Main Street
MCCOOK, JOHN J.	396 Main Street
McLAIN, MRS. ROBERT L.	145 Woodland Street
McMANUS, CHARLES	109 Washington Street
McMANUS, HENRY	318 Collins Street
McMANUS, JAMES	80 Pratt Street
McMANUS, MRS. JAMES	80 Pratt Street
McMANUS, JAMES G.	36 Pearl Street
MARVIN, L. P. WALDO	36 Woodland Street
MASLEN, STEPHEN	83 Washington Street
MAYER, JEROME	11 Central Row
MERROW, MRS. GEORGE W.	34 Forest Street
MIEL, ERNEST DEF.	120 Sigourney Street

MITCHELL, EDWIN K.	57 Gillett Street
MITCHELL, MRS. EDWIN K.	57 Gillett Street
MORGAN, ALBERT	53 Trumbull Street
MORTSON, GEORGE	904 Main Street
MOYER, CURTIS H.	45 Pratt Street
MUNYAN, MRS. CHESTER	37 Gillett Street
NAIRN, MRS. JOHN J.	30 Atwood Street
NEY, JOHN M.	265 Asylum Avenue
NICHOLS, JAMES	948 Asylum Avenue
NORTON, MALCOLM A.	71 Highland Street
O'KEEFE, MICHAEL	902 Main Street
OLDER, MORRIS	11 Central Row
OWEN, CHARLES H.	223 Asylum Street
PALMER, MRS. FRANCES C.	1054 Asylum Avenue
PARKER, CHARLES E.	50 State Street
PARKER, GEORGE A.	12 Blue Hills Avenue
PARKER, JOHN M., JR.	8 Preston Street
PARKER, MRS. JOHN M., JR.	8 Preston Street
PARSONS, FRANCIS	960 Prospect Avenue
PARSONS, MRS. FRANCIS	960 Prospect Avenue
PATON, LEWIS B.	50 Forest Street
PEASE, MISS CLARA A.	Hartford High School
PECK, NATHAN F.	31 Niles Street
PEILER, KARL J.	56 Allen Place
PERKINS, ARTHUR	14 State Street
PERKINS, MRS. GEORGE	78 Elm Street
PERKINS, HENRY A.	27 Marshall Street
PERKINS, MISS LUCY	49 Woodland Street
PERKINS, MISS MABEL	78 Elm Street
PERKINS, THOMAS C.	73 Imlay Street
PERKINS, MRS THOMAS C.	73 Imlay Street
PIERCE, WILLIAM J.	543 New Britain Avenue
PIERSON, WILLIAM W.	33 Ward Street
PILLION, HENRY J.	903 Main Street
PITKIN, ALBERT H.	106 Niles Street
PITKIN, MRS. ALBERT H.	106 Niles Street
PITKIN, MRS. ALBERT P.	201 Farmington Avenue
PITKIN, HOWARD S.	East Hartford, Conn.
POST, WILLIAM S.	219 Asylum Street
POTTER, ROCKWELL H.	142 Washington Street
PRATT, WALDO S.	86 Gillett Street
PRESTON, EDWARD V.	31 Gillett Street
PRESTON, MISS EVELYN W.	31 Gillete Street
RANDALL, HERBERT	25 Marshall Street
RANNEY, WILLIAM W.	45 Niles Street
RAPELYE, CHARLES A.	853 Main Street
REDFIELD, EDWARD D.	648 Asylum Avenue
REDFIELD, HENRY S.	5 Central Row
REDFIELD, HOSMER P.	777 Main Street
REED, GEORGE R.	66 State Street
RICE, WILLARD A.	214 Pearl Street
RICHARDS, ALFRED T.	15 Townley Street
RIGGS, ROBERT B.	35 Forest Street
RIGGS, MRS. ROBERT B.	35 Forest Street
RIPLEY, JOHN C.	752 Main Street
ROBERTS, GEORGE	63 Washington Street
ROBERTS, HENRY	129 Lafayette Street
ROBERTS, MRS. HENRY	129 Lafayette Street
ROBINSON, MRS. LUCIUS F.	45 Forest Street

RODGERS, CLARENCE M.	504 Prospect Avenue
ROOD, STANLEY H.	240 Sigourney Street
ROOT, EDWARD K.	49 Pearl Street
ROSS, HERBERT A.	26 State Street
RUEDLINGER, C. NICHOLAS	736 Broad Street
RUSSELL, THOMAS W.	774 Asylum Avenue
RUSSELL, MISS MARY	103 Elm Street
SANBORN, WILLIAM A.	684 Farmington Avenue
SANBORN, MRS. WILLIAM A.	684 Farmington Avenue
SCHUTZ, ROBERT H.	97 Elm Street
SCHUTZ, WALTER S.	36 Pearl Street
SEYMOUR, RALPH H.	803 Main Street
SHELDON, PAUL	800 Main Street
SIMPSON, SAMUEL	250 Collins Street
SKINNER, MISS MARJORIE R.	61 Woodland Street
SLOAN, CHARLES	125 Kenyon Street
SLOCUM, CHARLES H.	800 Main Street
SMITH, CLARENCE H.	56 Prospect Street
SMITH, EDWARD L.	11 Central Row
SMITH, E. TERRY	255 Capitol Avenue
SMITH, MRS. E. TERRY	255 Capitol Avenue
SMITH, F. GOODWIN	17 Charter Oak Place
SMITH, FRANK G.	187 Jefferson Street
SMITH, MRS. FRANK G.	187 Jefferson Street
SMITH, WILLIAM H.	49 Pearl Street
SNELL, THOMAS C. B.	32 Lenox Place
SOMMER, CHARLES O.	99 Williams Street
SOUTHER, HENRY	760 Prospect Avenue
SPEERY, HENRY M.	76 State Street.
STARKWEATHER, CHARLES M.	764 Main Street
<i>Stedman, Miss Elizabeth S.</i>	79 Elm Street
STEELE, EDWARD L.	902 Main Street
STONER, GEORGE J.	26 State Street
STRANT, CHARLES H.	995 Main Street
STRONG, B. NORMAN	2 Ward Street
SUMNER, FRANK C.	609 Farmington Avenue
SUMNER, MRS. FRANK C.	609 Farmington Avenue
TALCOTT, CHARLES DENNISON	Talcotville, Conn.
TALCOTT, MRS. CHARLES D.	Talcotville, Conn.
TALCOTT, CHARLES H.	19 Woodland Street
TALCOTT, GEORGE S.	New Britain, Conn.
TALCOTT, MRS. GEORGE S.	New Britain, Conn.
TAYLOR, JOHN M.	64 Garden Street
TAYLOR, MRS. JOHN M.	64 Garden Street
TRUMBULL, MISS ANNIE E.	734 Asylum Avenue
<i>Tuller, Miss Mabel C.</i>	43 Park Street
TURNBULL, THOMAS	763 Asylum Avenue
TUTTLE, JOSEPH P.	50 State Street
TWITCHELL, WILLIS I.	31 Atwood Street
WACHTER, FRANK	4 Ward Street
WARNER, MRS. CHARLES D.	57 Forest Street
WASHBURN, ALBERT L.	114 Pearl Street
WATERMAN, EDGAR F.	Trinity College
WATSON, ALEXANDER	283 Sheldon Street
WEAVER, THOMAS S.	50 State Street
WEBB, R. L.	Mystic, Conn.
<i>Welch, Andrew J.</i>	Hotel Heublein
WELCH, ARCHIBALD A.	21 Woodland Street
WELCH, MRS. ARCHIBALD A.	21 Woodland Street
WELCH, HENRY K. W.	17 Woodland Street

ANNUAL MEMBERS.

WELLING, MRS. JAMES C.	159 Farmington Avenue
WELLS, THOMAS D.	33 Capitol Avenue
WENTWORTH, DANIEL F.	904 Main Street
WHITE, HENRY C.	1034 Prospect Avenue
WHITE, HERBERT H.	36 Pearl Street
WHITNEY, HENRY D.	730 Main Street
WHITON, FRANK W.	147 Clark Street
WILLIAMS, MRS. BERNARD T.	17 Woodland Street
WILLIAMS, MRS. GEORGE C. F.	17 Atwood Street
WILLIAMS, MRS. GEORGE G.	28 Prospect Street
WIRTH, THEODORE	Elizabeth Park
WOLCOTT, MISS HELEN L.	Goodwin Building
WOLFF, ARTHUR J.	1 Spring Street
WOOD, CHARLES S.	36 Pearl Street
WOODWARD, CHARLES G.	742 Asylum Avenue
WOODWARD, JOSEPH H.	85 Elm Street
WORTHINGTON, CHARLES A.	157 Beacon Street
WRIGHT, JOEL F.	904 Main Street
ZUNNER, GEORGE	756 Main Street

MEMBERSHIP.

Life Members,	11
Annual Members,	397
Total,	408

WHAT IS A MUNICIPAL ART SOCIETY?

CHARLES NOËL FLAGG,
HARTFORD.

[Read before permanent organization, October 18, 1904.]

ALTHOUGH a statement prepared in answer to this question was read at the meeting held for the temporary organization of our Society, June 28th of this year, and published in full in the local papers, the question still exists as such, and therefore I hope to be pardoned if, taking advantage of this occasion, and in compliance with numerous requests, I attempt to answer it a second time.

The first modern Municipal Art Society in France — so far as I know — had but one member, Napoleon I. The second was a larger society, as to membership. It had two members, Napoleon III and Baron Hausermann. What these organizations accomplished, principally by an intelligent lay-out of streets and avenues, for the proper sanitation and beautifying, as well as for the civic economy of Paris, is so evident, and has been so widely published, that no comment is necessary as to the advantages which they procured for the city, and incidentally for the entire, more or less civilized, world.

The incidental good came from the force of the example, and, as one result of it, we find that yesterday and today similar organizations have been, or are being, established in many of the principal cities of Europe and America, and wherever established have remained in force.

Municipal art societies find authority for active existence by virtue of those privileges which in civilized communities go with the title of citizenship, through which certain important rights are conferred upon all citizens of good standing; and one of these rights is a voice which can be made to count as a factor in the suppression of certain popular evils.

To define a form of popular evil I would say that at the present time the spirit of commercialism, excellent when well directed, is often twisted and misdirected in such a way as to affect the arts of architecture, sculpture, and painting, and all the art crafts adversely. Therefore the organization of civic art societies, made up of persons who, under their rights of citizenship, will act intelligently in the interest of good taste, in all questions touching the natural beauty and artificial ornamentation of the city, becomes a necessity, for it is only in this way that protests against sometimes fraudulent, and very often innocent or ignorantly

committed acts, resulting in monuments of ugliness and inconvenience, may be made effective. If such effective action is not taken by citizens when necessary, the city plan, usually less well protected, but quite as important as the park plan, may be awkwardly marred and one and the other abused instead of being reasonably controlled.

A civic art society should be large, so that expert opinions in certain questions of municipal expediency may be had from members at reasonable cost, or at no cost, and also because the larger the organization the more widespread will be its influence. It should interest itself not only in public sculptures and decorations, but in the grouping of public buildings, and in the architectural style of both public and private buildings, so that the conglomerate composition of such buildings will insure a conservation of harmony in the appearance of streets and avenues. It should be interested in streets, signs, parks, parkways, and in bridges, rivers, and harbors, where they form a part of a civic scheme, and should in fact be interested in all matters involving questions of civic taste.

The Society should not interfere in any way with the rights or duties of the city's officers, but should coöperate with them wherever possible and desirable.

It should be the ready and helpful friend of any worthy administration or commission regardless of party politics, occupying itself strictly and entirely within the limits of those functions which properly belong to it.

It is a mistake to assume that because they are especially interested in questions of taste and beauty municipal art societies are likely to encourage extravagant expenditures. Quite the contrary is the case, and the fact that they are increasing in number and in membership points to the conclusion that organized attention to matters involving questions of taste inevitably results in a more economic adjustment of civic expenses, and in an increase, not of the burden of taxation, but in the list of taxable property, adds to the health, comfort, and convenience of citizens, and invites a growth in population.

In forming a municipal art society in Hartford we are not experimenting. The experiment was tried and proven to be beneficial centuries ago. The natural beauty and dignity of this capital city of Connecticut deserves that all possible effort should be made for the preservation and increase of its attractiveness. The good work already accomplished by Daniel Wadsworth and Dr. Horace Bushnell, and continued by our Park Board, the Civic Club, and various commissions and public and private enterprises, should go on, abetted and assisted by a powerful influence whose enduring strength will lie in the fact that its only interest is and ever will be the general welfare of the inhabitants of Hartford.

WHAT IS A MUNICIPAL ART SOCIETY?

GEORGE A. PARKER,
SUPERINTENDENT KENY PARK, HARTFORD.

[Read before preliminary organization, June 28, 1904.]

I NEVER have returned to Hartford after a visit to other cities without the feeling that Hartford had more beauty as a city than those I had recently left, and never was that impression stronger than when returning from Montreal last year, where I had driven over the city quite extensively, and had visited all its parks and squares. I closed my eyes in a sleeper in Montreal at night, and opened them in Hartford the next morning, so that the contrast was as if the two cities were side by side. Although I have seen Bushnell Park many times a week during the last eight years, it never appeared as beautiful to me as on that morning when I stepped out of the station. It appeared more like a beautiful dream, with the Capitol as a mansion from the skies in the background. I went up Pearl Street to Main to the City Hall for the Blue Hills car, and every foot of the way my wonderment grew, that I had not before realized what a grand city Hartford was. I had been over this route hundreds of times, but never before had the width and beauty of the streets and grandeur and attractiveness of the buildings appealed so strongly to me as in contrast with the narrow, dingy, untidy streets of Montreal. Indeed, Hartford is a beautiful city, and has well laid the foundation for even a more beautiful one, for is it not the law that those who have much already, and take care of what they have, shall have more entrusted to them for safe keeping? Therefore, I believe Hartford is destined to hold the place she now has, as a center of thriftiness and beauty. That she is the wealthiest city per capita is well known; that her mechanics and clerks receive the largest salary for the same class of work, is undoubtedly the fact; that her business and professional men stand in the front ranks is admitted everywhere. All this means she can select the best workmen and have the most intelligent population. Her street car service (and that service indicates well the thriftiness of the city) I do not find excelled anywhere, and altogether, Hartford is a city its citizens may well be proud of.

A Municipal Art League is for the preservation and development of the beautiful, and beauty is more spiritual than physical, for that can

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only be beautiful to us which stirs within us those emotions and thoughts which are known as beauty. Municipal Art does not mean an unnecessary or unusual expenditure by the city. It is simply the thinking out and planning how the money raised may be spent so that we may obtain the best results with the least cost. Hartford, like most cities, has seemed more interested in having the tax rate low than in how the money raised is spent, and while I believe the efficiency of the money spent can be increased, yet Municipal Art is not a reform movement. It has little or nothing to do with reformation: it is simply the creating and building upon what already exists. It is constructive in its nature, and not destructive or obstructive; but I believe a more artistic result can be brought about without much, if any, additional cost, if we go systematically to work to do so.

I was warned when asked to come here this evening, that if I said anything not to refer to parks, for the feeling was abroad that the city had all the parks it needed, in fact, that it had too many, and that they did not want the impression to go out that the League, if formed, was in their interests; but certainly I do not suppose anyone would for a moment imagine that I could speak for five minutes anywhere without referring to parks, and I want to do so tonight, but not in the way my mentor feared that I would. It is just as impossible for a Municipal Art League to go along without discussing parks as it would be to have a banquet with nothing to eat; but the need of the Hartford which I want to speak of is not the need of land or money, for just now I believe there is a greater need than either of them, to which this Society, if formed, would be of greater help than any money the council would vote, however much that need is felt. For eight years I have been in close touch with the park work of Hartford, more so, perhaps, than most of its citizens; but first, let me say, that no city in the United States of its size, or three times its size, has a system of parks equal to ours. The parks of Hartford are well distributed and well managed (I refer now to the city park system and not to Keney Park), and there is no city in the United States where the park work is so economically and skillfully managed as in Hartford. I say this without fear of successful contradiction, for I have studied the park question in the cities of the United States which could in any sense be compared with ours. Hartford has also the best system known of park administration in its method of organization of its Park Commissioners, and no city has a superior personnel in its Park Commission and officials.

With all these things so, it might seem as if I could have nothing to say which might be fitting to bring to your attention at this time, when you are discussing the beginning of the Municipal Art League, but yet

I think I have, for I believe it will bring out one phase of the work which the Society should meet. I have lately read all the reports of the Park Commissioners of Hartford. There are forty-three of them; and also two reports of the Park Committee, before there was a Park Commission. I have also read what the Mayors in their Annual Messages have said about the parks, and they said some very nice things, I assure you, and I am sure you will be equally surprised with me when I found that in all that mass of material Rev. Horace Bushnell's name is not written once, not even once, in the official records of the parks of Hartford is Dr. Bushnell's name recorded.

I spoke to Mr. Wirth about Dr. Bushnell's name not being mentioned, and he replied in substance as follows: "That he had been thinking when the fiftieth anniversary of the establishment of Bushnell Park occurred, to suggest, and see if it could not be carried out, some exercises on Bushnell Park to commemorate that event. That day could be a 'Horace Bushnell Day,' and his work in establishing the park could be brought out in addresses and published in the park report."

I gathered from what Mr. Wirth said that it would be two or three years before the fiftieth anniversary, but this afternoon I looked up the resolution naming Bushnell Park and had it copied. It is as follows:

Dated February 15, 1876.

"WHEREAS, The park laid out by the city in 1854 has not received any name;

"AND WHEREAS, the plan of using the land lying between Elm Street and the Little River for a public park owes its origin and successful execution, in a large degree, to the foresight, to the able and earnest advocacy and the influence, freely and with generous persistence exerted in public, in private, and through the press, of Horace Bushnell;

"And WHEREAS, it is wise and fitting that the name of a citizen standing foremost among those who have achieved enduring fame in the field of intellectual effort should be associated with the public works of the city, in which his manhood's life has been spent, to which he has been devotedly attached, and for whose adornment, improvement, and the richness of his genius;

"Now, THEREFORE, in recognition of a reputation in whose honors the city of his adoption shares, and of labors for the public good whose results will add to the happiness and welfare of every citizen;

"RESOLVED, That the public park now commonly called 'The Park' be and hereby is named 'Bushnell Park.'"

From the first clause in this resolution it appears that the vote of the people establishing Bushnell Park was taken in the year 1854, making this year of Our Lord 1904, the half century mark of the park's existence, and it may be that one of the committees to be appointed here tonight, if the League is formed, shall be to advocate a fitting celebration for that event.

Now, if this League is organized, I believe this indicates what may become one of its missions, that is the publishing of a historical, sympathetic interpretation of what has been done and is being done in Hartford, and I hope that among one of its first bulletins would be one giving such an interpretation of Bushnell Park, and if rightly written, believe it would help the park system of Hartford, would lead them to be much more used than now, and would settle the question of appropriations, for there would be no further question as to the money needed for park purposes, for there is wrapt up in Bushnell Park the history and meaning of park work to this country, as well as to our own people, and when it has once entered into the heart of men, the knowledge of this need, I do not believe there will be any hesitancy in furnishing the means.

Park reports have a further mission than simply giving the amount of the receipts and expenditures, and stating in the briefest way what is desired to do. Parks have many missions, not the least of which is to appeal to our sense of the beautiful and the good, and to give rest and peace and strength to those weary in body and mind and heart. It reaches out, as it were, its arms to all, saying, "Come unto me and I will do you good." It cannot go to the people, — the people must go to it. Now, to desire others to come to us, that we may do them good and not evil, and that we may be able to give to them, is the distinct and peculiar attribute of love, and the seekings and leadings of that purpose is the wooing of life, and the spirit of the park is the wooing of the people to come unto it, and a park report, before all else and above all else, should be the annual love letter of the park to the people.

Then, again, what of the so-called Keney Tower? Is it anything more than a pile of stones artistically arranged standing on a green sward? It stands there, unnamed and undedicated, its mission unknown, and yet there is wrapt up in that pile of stones a story of human life, most sympathetic, and not less pathetic because common and successful. A monument commemorating the struggles everywhere going on around us, and because it is so, it is one of the most helpful monuments ever erected in any city. It only waits a Daniel to come to judgment, or a Hawthorne to interpret, to make it fulfill its mission to our city and to the world, for its mission is world wide. But now it stands in our midst unhonored and unsung, because its meaning is unknown. Here, then, is a work for the Municipal Art League, which indicates one line of its mission.

Then, again, it should be the mission of some one to tell the meaning of the architecture of our city. We pass it daily, but we see it not, for when a man, world renowned, yet a stranger to the city, will stand for a

quarter of an hour on Pratt Street, looking at the Brown & Thomson Building, and say to himself as he turns to pass on, "One of the handsomest mercantile buildings in this country," then it is time for some of our own people to stop and see what it is we have passed by so often without seeing; and it made me stop on the spot where he stood and drink in as I never did before the beauty of that building, and of the Ballerstein Building, in which we meet tonight. Will some one tell us of the beauty and meaning of our church spires? That of the Fourth Church seems to me especially fine, and the one of the Old Center Church exceedingly interesting. Perhaps if some one were to write of them, our bob-tailed churches, with which we are so familiar as hardly to notice, would take cognizance of the fact that the spire is long past due, not only to their church, but also to the city, for their church spire adds to the æsthetic wealth of our city. We lost much when the Pearl Street Church spire fell.

The Art Gallery, perhaps, is the best written up of all our art treasures, and yet much more could be said about that before it takes its full place among our people. One problem of the Municipal Art Club is to interpret the treasures which we already have, in the beauty of nature within and without the city limits, in our parks and squares, in the architecture, the art gallery, and in our streets, with their trees and their appurtenances and fixtures: to tell us of our public buildings and the city plan, and our private grounds, that we may know our own wealth, for mankind is apt to be art blind and to see only commercial values, when they might add much to their pleasure if they would see the æsthetic value and spiritual truths as impressed in material things; for after all art is but the expression of the spirit and mind of man working itself out in color, in form, in proportions, telling the story of his innermost life, as painting, sculpture, as architecture, as music, and as literature. If he does this in harmony with the Creator, his work is good and will stand.

But it is not only to interpret what is, but also to develop what may be, that the Municipal Art League should exist. One definition of an engineer is a man who does something quickly, systematically, scientifically, and with the least expense, what anyone else might do in some way if he had time enough and money enough at his command, and a definition of an artist might be a man who can do all that the engineer does, but, in addition to it, he writes into the heart and soul of a man in loving sympathy and harmony with the higher life; and as it is the greatest economy for a city to employ the best engineer, so the investment that will pay the city the largest dividend is Municipal Art.

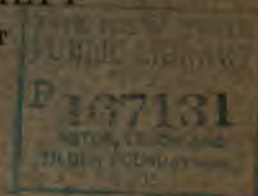
As it is the last ton of fertilizer that gives the greatest profit to the

farm, as it is the last span of the bridge that makes the whole bridge available, so Municipal Art is the crowning glory of a city. It costs a great deal to pay for the necessities of a city, but after they are provided for it costs but a little more to provide for the beautiful. The Goddess Beauty easily finds a resting place among the necessities of life. She asks no costly jewels, no expensive decorations, no extravagant habitation: she asks only to be sought for, to be desired, to be loved, and she will come and live and bless and make happy any community; but if she is sought for merely for show, to enable us to boast abroad of what we have at home, to make ourselves feel big, while we have no love for herself for her own sake, she will become a most ~~in~~expensive luxury, and will lead us a most sorry chase, and in the end will escape from us after all our trouble. She will enable the sculptor to see the image within the stones striving to be free; she gives the painter the power to place the imagery of his heart upon the canvas; to the architect to express the glories of proportion, color, texture, and form in building; she gives to the musician the gathering of the voices of the air into sweet song to be sent forth again to uplift the heart of man; she will, if we desire it, bless municipalities as a whole, and Municipal Art Leagues are only an association of people to receive that blessing in trust for the people, and Hartford is well prepared to receive that blessing, and so this people should associate themselves together, and this is the object of this meeting.

We have inheritance to build upon, but the material we build with must come from our environments. The difference between a volume of Longfellow's poems and a volume of blank leaves is that one has within it the thoughts and feelings of a sympathetic man in such a form that we can understand, and the other is blank; and all books are blank to those who cannot read at all, and all nature is blank to those who understand it not, who have eyes, and they see not. The city does not do its full duty towards its children until it provides for them healthy, happy, beautiful surroundings, and our environments must furnish the bricks with which those children must build. Many a city is trying to compel its children to make bricks without straw, — the old Egyptian story is even now being enacted over again. To furnish the straw for the bricks is a primary purpose of the Municipal Art League. ✓

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THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT

BULLETIN No. 2



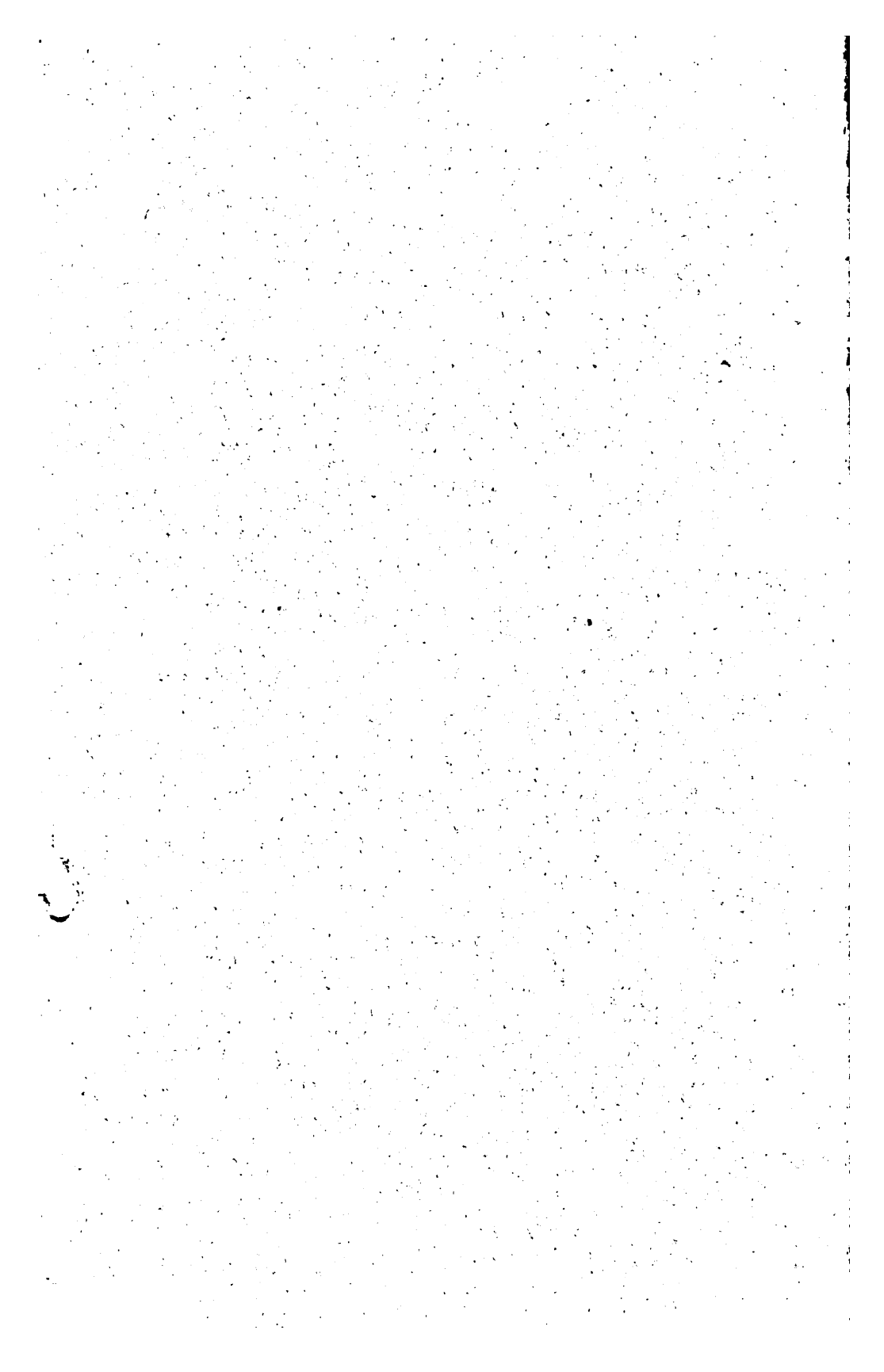
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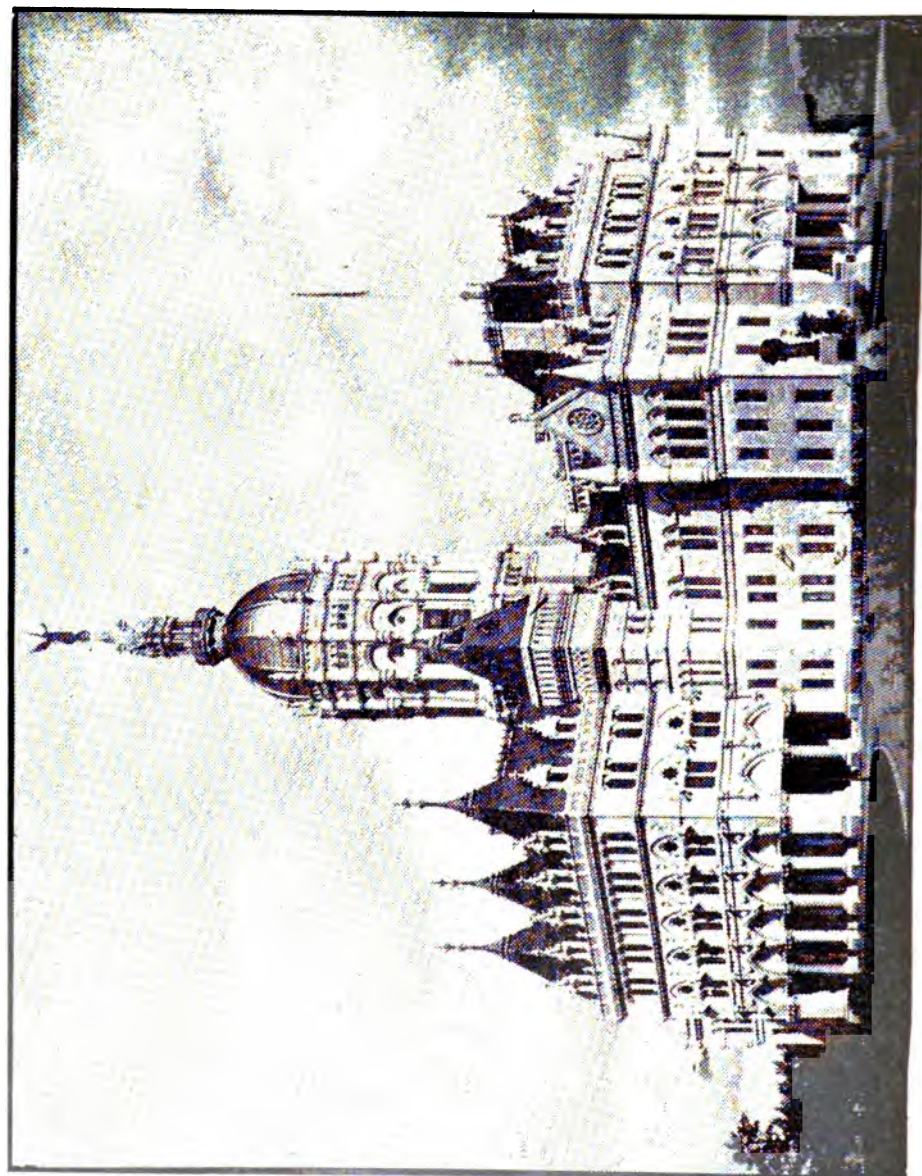


ORGANIZED 1904

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1904



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**THE GROUPING OF PUBLIC
BUILDINGS**

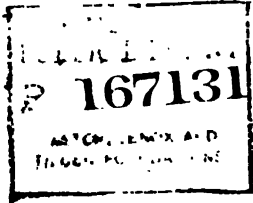
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CITY ENGINEER, HARTFORD**



ORGANIZED 1904

**HARTFORD, CONN.
PUBLISHED BY THE SOCIETY
1904**

THE MUNICIPAL ART SOCIETY OF HARTFORD.



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THIS Bulletin contains a series of articles upon "The Grouping of Public Buildings" which has appeared during the past half year in the following Connecticut newspapers: *Connecticut Farmer*, *Bridgeport Farmer*, *Hartford Post*, *Hartford Times*, *Meriden Journal*, *New Haven Leader*, and *Waterbury American*. The arrangement of these articles and their preparation for the press was the work of Mr. Frederick L. Ford, City Engineer of Hartford and one of the Vice-Presidents of our Society.

Each article was written by a man eminently qualified by special training to treat of his particular subject, and the series forms such a valuable addition to the literature of municipal art that The Municipal Art Society of Hartford has asked permission to reprint the entire series as one of its official publications. It is hoped that a wider distribution of these articles may help to impress upon more of our American cities the advantages to be derived from grouping public buildings about some selected center.

WALTER S. SCHUTZ,
Secretary.

HARTFORD, December, 1904.

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CONNECTICUT'S OPPORTUNITY.

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THE STATE CAPITOL AT HARTFORD TO BE THE CENTER OF A CONSPICUOUS GROUP OF PUBLIC BUILDINGS.

BY FREDERICK L. FORD.*

One cannot think of Berlin without her Unter den Linden; the Ringstrasse lined with imposing public buildings is the chief glory of magnificent Vienna; the harmonious grouping of state and municipal buildings about squares and upon tree-lined boulevards makes Paris the most attractive city of Europe. Does not our Capitol-crowned Bushnell Park likewise give Hartford the right to claim high rank among the beautiful cities of America? Here we have a striking example of a magnificent building made more imposing by the beauty and harmony of its setting.

PERPETUAL PROTECTION TO A \$5,000,000 INVESTMENT.

As nearly as can be determined, Bushnell Park with its various decorations, the State Capitol, the Memorial Arch, the Ford Street Bridge, etc., represents an expenditure to the State of Connecticut and City of Hartford of over five millions of dollars. With this large investment handed down to us as a most valuable heritage, is not the future development of the property surrounding this asset of vital importance to every citizen of Connecticut? Is not the obligation of still greater importance to the residents of Hartford who are the local trustees of this great trust?

The question of protection alone to this great investment is one which should receive most careful consideration in determining what disposition should be made of the roundhouse property.

Without any apparent effort to follow a comprehensive scheme in the development of Bushnell Park, a large share of the investment has been concentrated on or around West Bushnell Park, thus forming a prominent group of public and semi-public structures. The erection of these has protected the State Capitol from the encroachment of private interests and objectionable surroundings.

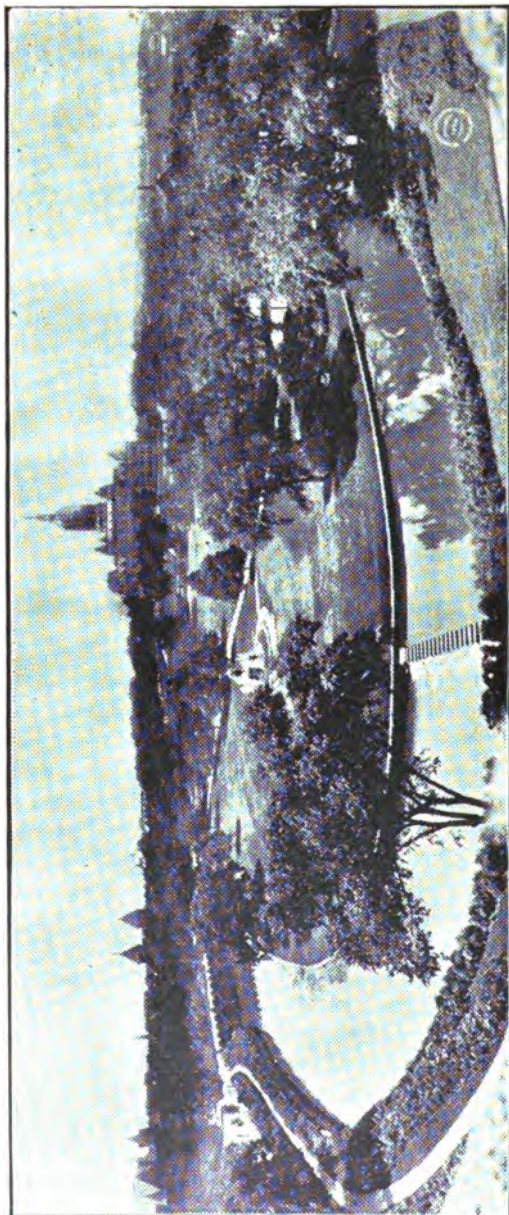
On the north the State Capitol is amply protected by the spacious grounds of Bushnell Park extending across Park River to Asylum Street. With the construction of the new insurance build-

* City Engineer, Hartford, Conn.

Y. M. C. A.
Building.

Ford Street Bridge
and Memorial Arch.

State Capitol.



Corning Electric Fountain.
Stepping-stones Dam.

VIEW OF BUSHNELL PARK FROM ASYLUM STREET.
[By Permission of the Commercial Panoramic Photo Company.]

ing on the east of the Capitol, increased protection will be provided on the Trinity Street side. On the south the action of the State Capitol Commission in purchasing the Trinity College land insures the erection here of a state building in harmony with the State Capitol and other improved surroundings.

On the west the situation is somewhat different. For many years this property has been occupied by the repair shops and roundhouse of the Consolidated Railroad, which have not only detracted from the beauty of the Capitol and the park, but have been seriously detrimental to both.

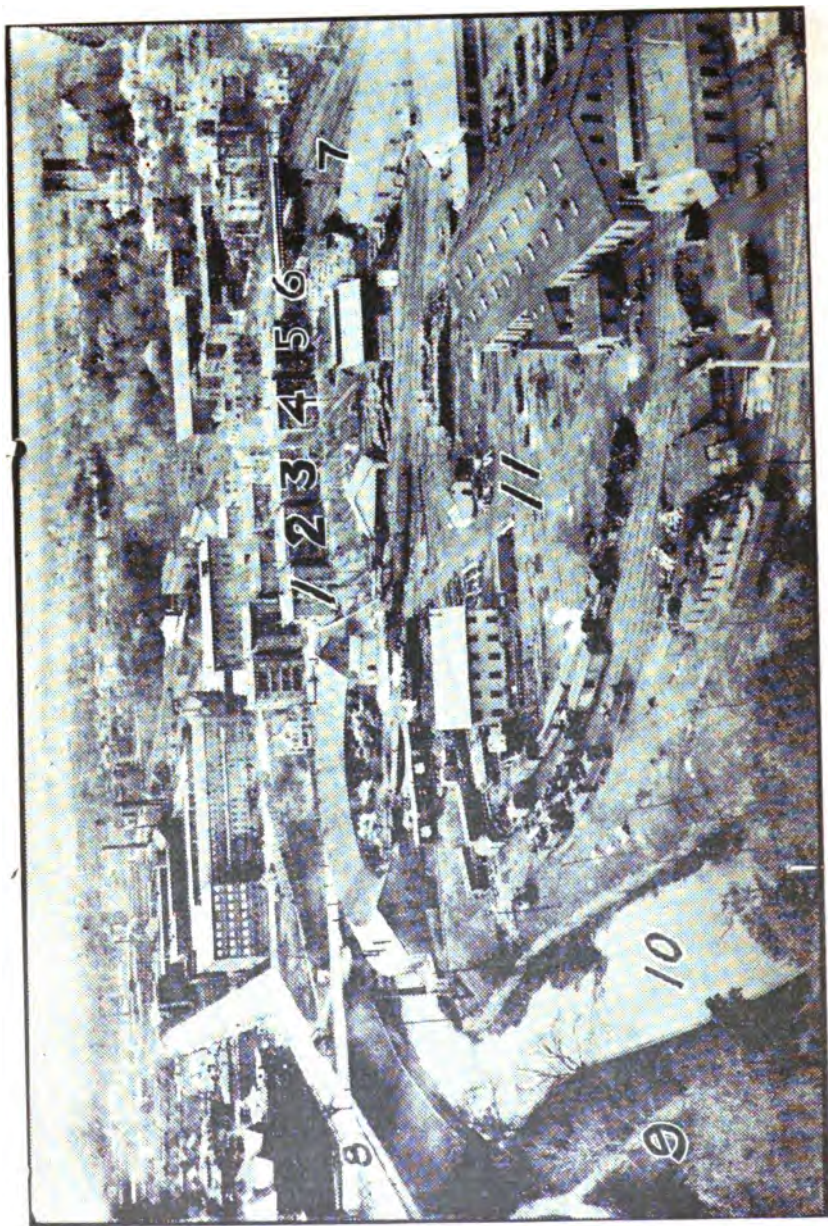
**REMOVAL OF SKILLED MECHANICS FROM RAILROAD SITE MEANS ITS
ABANDONMENT FOR RAILROAD PURPOSES.**

The appearance of my first article on the solution of the armory site problem, in which the suggestion was advanced for the adoption of the roundhouse site for the location of the state armory, raised the question as to the attitude of the Consolidated Railroad regarding such a disposition of this property. It was even stated by one closely connected with the management of this road that it would never consent to such a proposition. Whatever doubt or uncertainty may have existed up to this time, it was quickly dispelled by the following frank statement from President Mellen, in reply to an inquiry from a member of the Armory Commission regarding the sentiment of the Consolidated Railroad toward such a disposition of their roundhouse property: "Personally, I may say to you that I shall be in favor of such a disposition of the site as you suggest. I think it to the interests of the City of Hartford that such a plant should be located elsewhere, and I believe the disposition you have in mind of the property will certainly add very greatly to the attractiveness of the Capitol grounds, a result which should appeal to all of our people, and I trust it will."

Following this statement came the purchase of the Central New England Railroad, and other changes and improvements in the great Consolidated system as startling to the ordinary layman as they were stupendous.

With this great transition in equipment and operation also came changes equally as great in the concentration of their operating plants and in the distribution of their skilled mechanics to economic railroad centers. In this readjustment the skilled mechanics employed on the roundhouse property were transferred from Hartford to the East Hartford and New Haven shops.

I apprehend from the great changes which have taken place since President Mellen assumed the management of the Consolidated system that he does not consider a restricted area, like the roundhouse site, in the heart of a great city, a proper place for the



PRESENT VIEW OF THE ABANDONED ROUNDHOUSE SITE FROM THE STATE CAPITOL.
 1. 2, 3, 4, 5, and 6, properties on the east side of Broad street not owned by the Consolidated Railroad. 7. Tracks of the New York, New Haven & Hartford Railroad. 8. Capitol avenue with double track trolley facilities. 9. Bushnell park. 10. Park river. 11. Proposed location for state armory.

successful operation of a maintenance plant of so great a railroad. I am more fully convinced than ever that his removal of the skilled mechanics from the roundhouse site means its permanent abandonment for railroad purposes.

MOST ACCESSIBLE LOCATION FOR RAILROAD AND TROLLEY FACILITIES.

From the detailed report of the Armory Commission appointed by Governor McLean one would naturally infer that an ideal location for a building of this character must be adjacent to a railway station and tracks. Of the location directly opposite Union Station, agreed upon unanimously by this commission as the "only site within the limits of the city most perfectly adapted to the requirements of the city," the report says: "It is adjacent to the railroad and a spur track could be run from the main line of the railroad directly to the arsenal — in itself a matter of great importance, both in the saving of expense and for other reasons which will suggest themselves."

"The proximity of the railroad station itself would be a great saving in expense over that incurred by the conditions existing to-day." Is it possible that within two short years the military requirements which then existed have so radically changed that now the new armory must be located still further away from the railroad and legislative centers, thereby incurring additional expenses in transportation, loss of time, and absolutely precluding the use of a spur track from the main line of the railroad?

I have been informed that the roundhouse location was seriously considered by the McLean commission, and that the chief reason why it was not recommended at that time as the most desirable location was due to the general impression that the Consolidated Railroad would not abandon this property for any reasonable consideration.

If the new armory to be located in Hartford was a municipal affair I can readily appreciate that it would not be essential to have direct railroad accommodations. But as it is to be a state building the saving of time and expense in the mobilization and entraining of troops for service outside of Hartford is a most essential consideration.

On the roundhouse site the new armory can be directly connected with the main line from either direction by spur tracks, without crossing any city highway. It is close to Union Station, the great railroad gateway of Hartford, so that military visitors can arrive and depart with the greatest ease. It is accessible to the trolley lines on Asylum Street and Capitol Avenue, and can be quickly reached from all directions.

Street, rather than the roundhouse site. Is not this an item in favor of the roundhouse site for the location of the State Armory which is worth considering?

OPPORTUNITY FOR COMPLETING A MAGNIFICENT GROUP OF PUBLIC BUILDINGS.

From articles on the Grouping of Public Buildings in the series recently published, sufficient evidence has been produced to convince the most conservative student in civic affairs, that the artistic grouping of public buildings in and around beautiful parks with harmonious surroundings, accomplishes more to bring a city nearer to the ideal than any other form of municipal development.

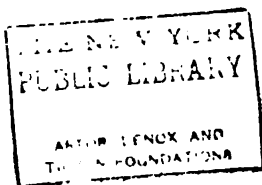
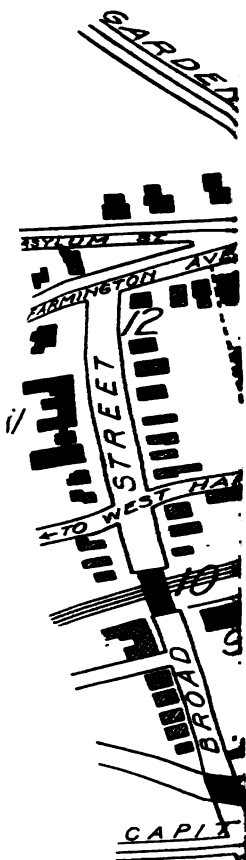
In all of the European and American cities mentioned, the underlying principle is one and the same, the difference in each case being one of degree only in the thoroughness or elaborateness with which each has been carried to its present state of perfection.

In the location of expensive public buildings, we must not forget that we are building for posterity, and what is for the best interest of the city and the public as a whole, should far outweigh all other considerations.

With all of the money which has been invested in public and semi-public buildings in and around Bushnell Park, I believe it would be an unpardonable mistake to neglect to take advantage of the opportunity which the roundhouse site offers, for adding one more monumental structure to this conspicuous group.

On the north from the State Capitol, there are the Union Station, Park Church, and the Corning Fountain,—to the east the Y. M. C. A. Building and the Ford Street Bridge and Memorial Arch, a combination of engineering and architecture universally admired. On the south there will be the new State Library or State Office Building. Across the railroad tracks to the northwest, there is rapidly developing a great educational center, consisting at the present time of our beautiful High School, and several buildings of the Hartford Theological Seminary and School of Religious Pedagogy. Thus, without any apparent effort, several religious and educational institutions have been grouped about our State Capitol Building, each one adding to the attractiveness and prominence of the West Bushnell Park group.

The purchase of the roundhouse site for military purposes would place the State Armory where it properly belongs, to the west of the State Capitol, where it will perpetually protect this building from the erection of objectionable structures and take its place as a member of what will become the famous West Bushnell Park group.



PLAN

1. State Capitol. 2. Proposed State Library Building. 3. Proposed State High School. 4. Proposed State University. 5. Proposed State Normal School. 6. Proposed State Teachers College. 7. Proposed State Agricultural College. 8. Proposed State Medical College. 9. Proposed State Law School. 10. Proposed State Engineering School. 11. Proposed State School of Art. 12. Proposed State School of Music. 13. Hartford Bridge over Park River. 14. Memorial Arch. 15. Bridge over Park River.

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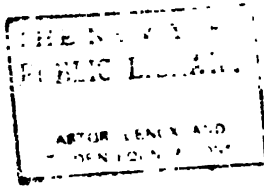
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**NEW RAILROAD IMPROVEMENTS WILL HELP ACCOMPLISH THIS
RESULT.**

Notwithstanding the many adverse criticisms heard during the past year regarding our Union Station and its unsightly surroundings, the time has not yet arrived for extensive improvements in this vicinity. It is unreasonable to expect that these changes will be made during the life and usefulness of the expensive steel viaduct approach to the station.

When permanent improvements are made around Union Station, the third rail and trolley service will be so thoroughly and so extensively developed in this vicinity, that much closer connections with the steam railroad service, and an abundance of room will be required for quickly and safely handling the enormously increased traffic. With these improvements will come additional tracks, especially for the third rail service, more direct connections with the trolley lines, and a large station which will be a credit to the Capital City of our state.

There will no doubt be a great diversity of opinion as to the most favorable location for this new station when the time arrives for its construction, but I believe it is safe to assume that it will be placed somewhere in the district bounded by Union Place, Church Street, Spring Street, and Asylum Street. If so, it would also become a member of the West Bushnell Park group, and be designed with that end in view.

**ROOM FOR ARMORY, DRILL GROUNDS, 200-YARD RIFLE RANGE, AND
CENTRAL HEATING PLANT.**

The roundhouse site contains about 12.5 acres. A fair idea of its size can be obtained by comparing it with the Union Place-High Street site, which contains only 1.8 acres, or with the suggested Main Street location, which contains but 2.5 acres, just one-fifth that of the roundhouse site.

In addition to the State Armory, there is therefore ample room upon the roundhouse site for drill grounds for the use of the local companies, an enclosed 200-yard rifle range, and a large state heating plant.

The armory could be placed approximately as shown on the accompanying plan, with its center line on the east and west axis of the State Capitol. It could be connected with the Capitol by a spacious sidewalk passing over Park River by means of a graceful masonry arch in perfect architectural harmony with the two buildings which it connects. Underneath this walk an electric lighted subway could be arranged connecting the basements of the two buildings, for use during inclement weather. This subway could be approached from either end by elevators running to the basement floors.

The armory should be made as large as necessary for the proper accommodation of the local troops. Its architectural design and the material used in its construction should harmonize with the State Capitol and High School.

Around this building there would be ample room for drilling all of the local troops.

During public functions, like the inaugural ball, this area and the adjacent streets, Broad Street and Capitol Avenue, could be used to good advantage by carriages, and the interference with city traffic would be much less annoying than on a large, busy avenue like Main Street.

The roundhouse site is of sufficient depth for the construction of an enclosed 200-yard rifle range, another advantage over any other site yet considered. The shooting stand could be located in the tower at the southeast corner of the building, as shown on the accompanying plan. The high bank at Broad Street would be a good location for the butts.

A central heating plant, capable of heating the Armory, State Capitol, and new Library Building, could well be located near the Broad Street bridge and adjacent to the railroad tracks. All of the coal necessary for heating these large buildings could then be brought by rail direct from the mines to the bunkers, and a large expense for team haul, and wear and tear on our city streets avoided. The refuse from the operation of this plant could be economically removed in a similar manner. The pipe conduit from this plant to the Capitol could be arranged along one side of the Armory-Capitol subway, where it could be easily inspected and repaired when necessary. It could also follow a similar subway connection between the Capitol and Library building, passing under the south lawn and Capitol Avenue. The operation of a plant of this character would greatly reduce the annual expense of heating these three large buildings. Such a system of heating corresponds with the best professional practice.

REMOVAL OF HEATING PLANT FROM STATE CAPITOL BUILDING AN URGENT NECESSITY.

It has been a good many years since our State Capitol was completed, and I have no doubt that its heating plant is properly inspected and kept in first-class condition. However, one cannot help feeling with anxiety, what an enormous damage might be done to this beautiful building in a very short time if anything should go wrong with this plant.

With the best kind of a heating system, the personal equation enters into its operation to such an extent that the state is taking an unwarrantable risk in continuing such a fire hazard, when it can be abolished by the adoption of a central heating plant.

An abandonment of the State Capitol heating plant, and removal of the coal bunkers, would relieve this building of much noise and dust, and furnish additional storage capacity in the basement.

The modern tendency in the erection of public buildings where a large investment is at stake, or where many lives are endangered, is to isolate the heating plant in a building by itself at some distance from the main building.

In the erection of the new Minnesota State Capitol, which is nearing completion at St. Paul, a large power plant has been constructed at some distance from the capitol. The piping system and wire cables between these two modern designed buildings are carried through an ingeniously designed subway similar to the ones proposed for the Connecticut Capitol. The drift of public sentiment in this direction is further indicated by the following clipping from an article by the special correspondent at Washington to the *New York Evening Post* of July 25, 1904:

"A central heating and power station for the fourteen great public buildings west of the Patent office, is a project on which Prof. S. H. Woodbridge, of the Massachusetts Institute of Technology, is now making a study. The advantages in economy of operation and of space, of one central plant, is most manifest. The exhaust steam from the engines which supply the power would do most of the heating of the building during the winter season, an item of economy which is now for the most part disregarded."

"Professor Woodbridge is studying the various locations proposed for the central plant. He believes that it will be feasible to supply from this station, the White House, the State, War and Navy building, the Treasury, the new Municipal building, the city and general postoffice, and others as they come along. He would install the most economical methods of turning coal into heat and power, and believes that a large saving would result."

Throwing aside all other arguments in favor of the use of the roundhouse property as indicated, this one of heating alone, from the standpoint of safety and economy, should receive careful attention.

INCREASED EFFICIENCY AND CO-OPERATION OF THE STATE DEPARTMENTS.

An eminent student and critic upon civic affairs, J. G. Phelps Stokes of New York City, says: "The grouping of the principal public buildings of a municipality, conduces to efficiency and dispatch in the administration of the public business, and in many ways conduces to the convenience of the people. Close co-operation between the departments of a city is essential if the most efficient public service is to be had; and close co-operation is more easy and

more likely to be had, and less likely to be evaded where distances are eliminated and with them constantly occurring opportunities for postponements and excuses, and occasions for vexatious delays."

"From the standpoint of the personal convenience of the ordinary citizen, also, such concentration is desirable, for the same reason that the department store is of great convenience to the average purchaser, and for the same reason that it is desirable from a purely business standpoint that the leading houses in mercantile or financial lines be concentrated in their respective districts."

No one can deny the strength of these arguments. With the state buildings arranged in a group in close proximity to each other the different state officials will be in close communication, and there will be an incentive for more frequent consultations, which will result in a wider acquaintance with the detailed workings of the various departments. Increased knowledge in state affairs means increased efficiency among state employees.

THE PROTECTION AND PRESERVATION OF THE EXTERIOR FEATURES OF THE STATE CAPITOL.

If the plan of the State Sculpture Commission for further improving the exterior of the State Capitol building by the addition of statuary and other decorative features, at the expenditure of several hundred thousand dollars, is authorized by the state, this will be an additional, but no less important reason for the perpetual protection of this building from all surrounding agencies which will in any way injure or impair its architectural features or wearing qualities.

It is therefore most essential that some action should be taken by the state toward securing the roundhouse property, in order that the State Capitol building may be permanently protected on the west, the one remaining unprotected side.

EXCEPTIONALLY ADVANTAGEOUS LOCATION.

With so many powerful arguments in favor of the roundhouse site for the location of the State Armory, I cannot understand why any site less favorably situated should be seriously considered. I cannot see what desirable features any other site possesses over those of the roundhouse property.

This site is abandoned and for sale at a fair appraisal. The State of Connecticut has the first option upon its purchase. If it does not accept it, I do not apprehend that the Consolidated Railroad will allow this property to lie idle long. In that event, it is difficult to anticipate how it will be divided, who will purchase it or what disposition will be made of it by the new purchasers. Can the State of Connecticut, with its enormous investment, afford to let such an opportunity pass?

ADVANTAGES TO BE GAINED BY APPROPRIATE GROUPING.

By J. G. PHELPS STOKES.*

The proposal to establish throughout our municipalities, as need and opportunity arise, groups of public buildings, each building in harmonious architectural relation with the other members of the group, and each in wise social or utilitarian relation to the requirements of the neighborhood in which the group is situated, is worthy of wider consideration than it has hitherto received.

Each year sees vast sums of money expended upon municipal improvements; parks and playgrounds are laid out, courthouses, libraries, schools, and baths are erected, and gradually objects of public utility and of more or less beauty are scattered about in our communities, but too often amid commonplace surroundings. Public buildings, parks, and plazas, placed each in isolation by itself, and bearing no group relation the one to the other, fail of their fullest usefulness. Each loses the advantage that would be derived if its environment were beautified and dignified by the presence of the others.

When beautiful buildings are grouped together, each contributes beauty to the setting in which the others appear, each adds to the dignity of its neighbor, and if the architectural treatment of the group has been wise, each element is in harmony with its environment, a condition which does not often exist where beautiful objects of any kind are scattered helter-skelter. Appropriate surroundings are evidently essential if the beauties of an object are to be fully appreciated and enjoyed.

If public buildings are grouped in or facing upon public squares or park lands, especially great advantages are secured; for, as has been often shown, the attractiveness of a park is increased by the presence in it, or facing upon it, of beautiful buildings; and when the buildings are of a public character, the beauties of the park are enjoyed not merely by pleasure seekers, but also by all persons who seek the buildings in the course of the day's occupation. The park, furthermore, adds to the beauty of the buildings, removing them from the noise and turmoil of the streets, and exhibiting them amid lawns and foliage and pleasant landscapes and at a sufficient distance for their proportions to be appreciated and enjoyed.

When a municipality plans the creation simultaneously or in close succession, of several public buildings and a park or plaza,

* Chairman of the Committee on Civic Centers of the Municipal Art Society of New York

exceptional opportunities arise for the grouping of these in such manner as to form an harmonious whole in which architectural and park features would be so correlated as to form a "civic center" that would be a joy to the people and a stimulus to civic pride and public spirit.

Never has there been more civic pride and more public devotion to the public interests than in the more prosperous days of Athens and Rome, when the beautiful plazas and public buildings of the Acropolis and Forum furnished unparalleled encouragement to the people to come together and mingle, and share in similar thoughts and joys and griefs, and become united in common interest in the common weal. That this public spirit in Athens and Rome was short-lived was perhaps not unnatural, for the imperfect democracy then prevailing permitted concentration of power in the hands of an unscrupulous few, who, demoralized by power and greed and desire for personal ascendancy, jeopardized and sacrificed the interests of the people in seeking personal gain or gratification. Furthermore, in the more prosperous days of Athens and Rome, as in those of other capitals, an excess of beauty and of luxury owned privately by the leaders or rulers of the people and selfishly enjoyed by them, fostered sensuality and led through private to public demoralization, weakening the social structure and separating men into self-seeking groups and factions that were heedless of the welfare of the whole. Excess of beauty selfishly enjoyed develops selfishness everywhere, leads to social narrowness and subordination of the interests of the people, and to the development of purely self-centered desires detrimental to public progress and subversive of justice and morality. Where beauty is enjoyed publicly and habitually by large numbers of people together, the results are quite different; their selfish and sensuous tendencies are in large measure superseded, and less dominant, and socializing, humanizing influences prevail.

Where public buildings are grouped along the sides of public boulevards or parkways or broad avenues, great advantages are secured, similarly, especially if the more important buildings are placed at the ends of the avenues, facing down them, so that they can be enjoyed from a distance. The greater the distance from which such groups can be appreciated, the greater the advantage to the public, for the larger will be the number of the citizens who will enjoy the beauties of the group while passing along or across the avenues in the ordinary course of the day's work or recreation. If a beautiful building is hidden in a narrow or obscure street, few see it without making a special visit to it, and even then it is seen at too close range, and consequently its beauty and merit fail of their fullest usefulness.

The proper grouping of the principal public buildings of a

municipality conduces also to efficiency and dispatch in the administration of the public business. Close co-operation between the departments of a city is essential if the most efficient public service is to be had; and close co-operation is more easy and is more likely to be had and less likely to be evaded where distances are eliminated and with them constantly occurring opportunities for postponements and excuses, and occasions for vexatious delays. From the standpoint of the personal convenience of the ordinary citizen, also, such concentration is desirable, for the same reason that the department store is of great convenience to the average purchaser, and for the same reason that it is desirable from a purely business standpoint that the leading houses in mercantile or financial lines be concentrated in their respective districts.

Where the simultaneous or closely successive erection of schools and playgrounds and baths is in contemplation, many of the advantages to be derived by grouping them are very evident. Clearly, public playgrounds should when possible be near the schools; public libraries should similarly be easily accessible to teachers and to pupils. The propriety of placing public baths and gymnasias near at hand, also, is similarly apparent. Why not make a common practice of grouping such public buildings as are naturally related in function to one another, around open park spaces—however small—where grass and trees and flowers can be suitably protected and enjoyed, and where benches can be provided, and where on frequent pleasant evenings outdoor music can be enjoyed?

It costs no more to group buildings and parks and playgrounds, than to scatter them about indiscriminately. Great economy is often involved in such grouping, particularly if all the land required for the proposed improvements can be purchased at once. There is no economy in first creating a small park or a beautiful building, thus enhancing the value of the surrounding property, and then waiting as we often do, for the consequent rise in values before buying additional property alongside, for the erection of the other improvements required. It would usually be more economical to buy an adequately large tract at the outset, and to secure to the city the enhanced values to be derived from its partial or complete improvement, than to buy a little at a time, paying each successive vendor a larger price in compensation for the progressively enhanced values which in such cases the municipality itself creates.

The wider the public enjoyment of the beautiful features of a city, and the larger the numbers of people who enjoy those beauties together, the wider the mutual thoughts and feelings and interests that arise; and this tends to the development of a wider social morality. When we enjoy things together we for the time being feel and think together, and the more often we share the same thoughts and emotions the more unified in thought and feeling we become.

It is principally when we think and feel for and by ourselves alone that social injustice spreads, and with it the bitterness and ill-feeling that are its natural consequents and that spread discord and disorder.

From whatever point of view considered, the wise grouping of public buildings, and their proper disposal in or about public parks, playgrounds, or plazas, or facing down broad avenues, is advantageous, and conducive to the public welfare.

BERLIN'S CIVIC CENTER.

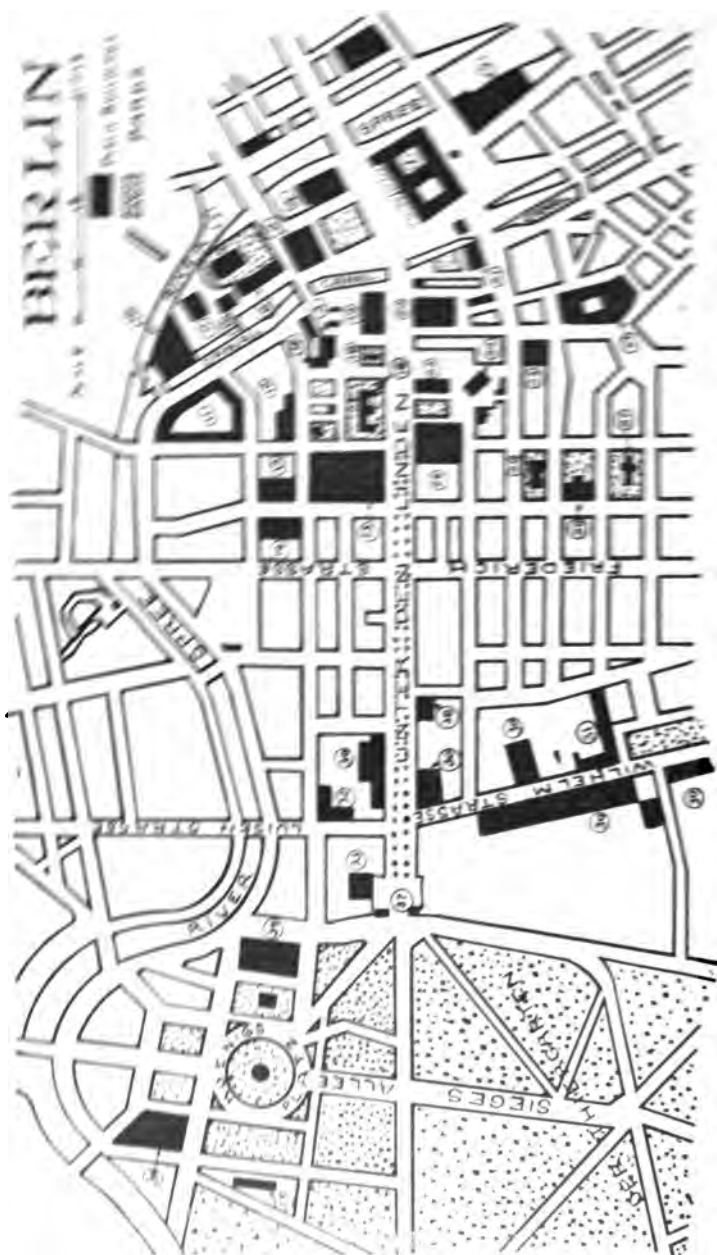
BY MILO R. MALTBY.*

What Boston Common, Faneuil Hall, Old South Meeting House, the Old State House, and Copley Square, are to the Bostonian; what Broad Street, Chestnut Street, Independence Hall, and Carpenters' Hall are to the Philadelphian; all these and even more the avenue Unter den Linden, with the adjacent buildings, is to the native of Berlin. Here center the history, patriotism, and glorious achievements of centuries. Here have been fought the battles, physically and intellectual, of a city so ancient that it counts centuries as we count generations. Here the plans were drawn and perfected that brought into being the powerful German Empire. .

The Prussian's love and admiration for Unter den Linden rest not alone upon his historic associations, but also upon the beauty and grandeur which the grouping of public buildings and the artistic treatment of bridges, parks, and monumental structures have produced. These are the factors also, rather than patriotic sentiments, that attract to Berlin the thousands of foreigners who throng the city yearly, and that compel all students of civic art to make an extended stay in the German Capitol; for no phase of municipal improvements or public art is more important than the proper location and grouping of public structures; not even the character of the buildings themselves is paramount.

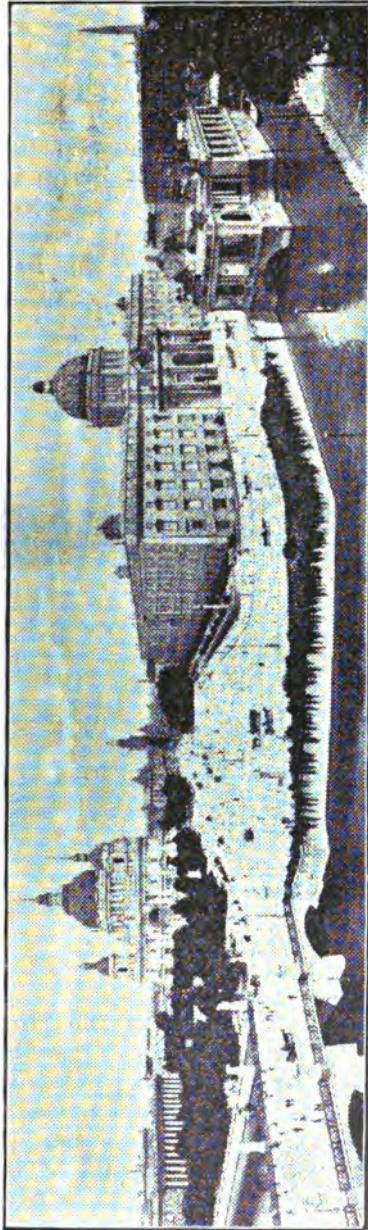
The accompanying map of the central portion of Berlin will furnish a basis for an appreciation of the scheme. On the west is the magnificent Tiergarten, with its floral gardens, shaded walks, stately trees, sequestered lakes, and inspiring sculpture. At the east is the Spree Island, the oldest part of the city, where stood centuries ago the castle, cathedral, and market place of Kölln, around which the earliest settlement was formed. Upon this site, there now stand the Royal Palace (see No. 1 on the map), the residence of the Emperor, with the Neptune fountain upon the south and the imposing monument to William I., erected only a few years ago, upon the west. Upon the north, across the wide, open space which serves as a thoroughfare, is the beautiful Lust-garten, bounded by the new Cathedral (No. 4), the Old Museum (5), and the adjacent New Museum (6), National Gallery (7), Olympian Museum (8), and Pergamum Museum (9). To these yet another is being added at the northern extremity of the island — the Emperor Frederick Museum (10). This group of buildings, with the adjoining parks, statuary, fountains, and monuments, constitute a civic center of

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PLAN OF A PART OF BERLIN, SHOWING THE GROUPING OF PUBLIC BUILDINGS

1. Royal Palace. 2. Royal Stables. 3. Finance Ministry. 4. Cathedral. 5. Old Museum. 6. New Museum. 7. National Gallery. 8. Olympian Museum.
9. Pergamon Museum. 10. Kaiser Friedrich Museum. 11. Regiments Barracks. 12. Historical Institute. 13. University Library. 14. School and Lyceum.
15. Royal Academy. 16. University. 17. Singing Academy. 18. Imperial Palace. 19. Arsenal. 20. Palace of Empress Friedrich. 21. Academy of Architecture. 22. Imperial Church. 23. Church of St. Hedwig. 24. Opera House. 25. Royal Library. 26. New Church. 27. Royal Theater. 28. French Church. 29. French Embassy. 30. Office of Imperial Department. 31. Palace of Prince Frederick Leopold. 32. Military Academy. 33. French Embassy. 34. Hall of the Imperial Diet. 35. New Opera Theater. 36. Headquarters of the General Staff. 37. Brandenburger Gate. 38. Russian Embassy.



Old Museum,
Schlosse-Brucke.

Cathedral.

Lust-garten.

Royal Palace.

William I. Monument.

BERLIN-SPREE ISLAND.

which any city in the world might well be proud, and to which the accompanying illustration does not do justice, because only a portion is visible, so comprehensive is the scheme.

But the end is not yet! Spanning the arm of the Spree, separating the island from the modern city, is the modest Schloss-Brücke with its famous statuary commemorating mythological events. This leads directly into Unter den Linden, with the Arsenal (19), one of the finest buildings in Berlin, immediately upon the right, and the residence of the Commandant of Berlin and the Palace of Empress Friederich (20) upon the left. Proceeding but a few steps down the broad avenue, one comes to a small park — Opern-Platz — surrounded by the Palace of Emperor Wm. I., and the



Royal Library.

University.

Opera House.

OPERN-PLATZ.

Royal Library (26) upon the west, by the Dresdner Bank and Church of St. Hedwig upon the south, by the Opera House (25) upon the east and across the Unter den Linden, by the University (16) upon the north. Adjoining the last named are several other buildings, as shown on the map. This cluster, into which parks, monuments, and statuary enter also, would of itself dignify any metropolitan center, and taken in conjunction with that across the canal constitutes a grand group that is not surpassed outside of Vienna.

At the western end of Unter den Linden a new group is just forming. There are the offices of the various ministries (30), the embassies, the Brandenburg Gate (37), the new Hall of the Imperial Diet (34), the new Opera House (35), the Königs-Platz, the Monument of Victory, Bismarck Memorial, and to the south the Sieges-Allée, with its 32 statues of Prussian Rulers, presented by the present emperor. In other parts of the city, there are smaller civic centers of beauty. One is shown on the accompanying map occupying the site of the old Gendarman-Market. The Royal Theater (28) is in the center, with the French Church (29) upon its left, and



New Church.

Royal Theater.

French Church.

A LOCAL CENTER.

the New Church (27) upon the right, forming an admirable architectural group.

One naturally asks, when charmed by the beauty of these centers, in what does their attractiveness consist? Are the buildings exceedingly fine architecturally? Is the sculpture superior? Have the landscape architects been unusually successful? No doubt the buildings, the sculpture, and the parks are well planned and well executed, but other cities may boast of even finer buildings, statuary, and parks. *The direction in which Berlin excels is in the grouping and arrangement of her buildings.* By bringing them into relation,

by giving them dignity, repose, and the proper perspective, by the use of well designed park lay-outs, each item in the scheme, no matter how unimportant it may seem, is made to contribute its share, and every building adds to the beauty and attractiveness of all others. Imagine, if you can, the aspect of a city where all of these structures had been scattered helter-skelter. It would no more compare with the beauty and grandeur of the present Berlin than would the scattered petals of a dismembered rose with the fragrant blossom just plucked from the vine. One is dead, characterless, possessing little beauty; the other has life, symmetry, and infinite charm.

Berlin and the German empire appreciate these facts. When new structures are being considered, their location is given the thought it deserves. The monumental memorial to William I. was permitted to encroach upon the narrow Spree, even to reducing its carrying capacity, in order that it might be properly situated. Trolley poles and wires are not permitted upon Unter den Linden, and the cars that cross this avenue must be fitted for the conduit system, which alone is permitted, even though the distance is but a few hundred feet at each crossing. Further, to secure symmetry in that portion of the avenue where there are private buildings, the emperor has been vested with authority to veto plans for new structures that do not come up to his standards. In these and many other ways, the citizens of Berlin are guarding their heritage and increasing its beauty and charm.

In one respect Berlin has been at a disadvantage. Her street plan was inherited from a time when city-building was not considered worthy of much thought. Private buildings of a heterogeneous character encroached upon public structures. To tear these down and to provide sites for new public buildings and parks has been an expensive process, although it has been worth all it cost. Our smaller American cities, upon the other hand, with their future yet unmortgaged, have a free field in a large measure. By working out a scheme large enough for future needs, capable of extension with their growth, and by following it out consistently, regardless of the herrings dragged across the trail, they may achieve wonderful results at slight expense. But a well devised plan for symmetrical grouping is absolutely necessary. No matter how small the city, it must have a few public buildings, and their proper arrangement is as necessary to its highest development as in a metropolitan center. Indeed, it is even more important, for a metropolis has other charms by which to retain its prestige, but the small city has few to fall back upon, and these must certainly not be neglected if it is to keep its place and not decline. The most attractive city draws the best class of citizens.

[We are indebted to the courtesy of the Art Commission of

New York for permission to reproduce from its library the map and views used to illustrate this article. Dr. Maltbie, the assistant secretary, spent two months last summer in the large cities of Europe, collecting data upon civic art, and has recently presented to the commission an interesting and valuable report upon this subject.

EDITOR.]

EXTRACTS FROM "MODERN CIVIC ART."

By CHARLES MULLFORD ROBINSON.*

Like an artist choosing the central figures of his group before he settles the composition, or as a landscape designer notes the prominent natural features of the given site before drawing his plan, it is necessary in the study and practice of modern civic art to consider the public buildings of the town.

To the buildings of the government, which constitute the architectural elements of an administrative center, there ought to be given not merely a central location, which will be invited by considerations of convenience even more strongly than by those of sentiment, but all the additional emphasis and conspicuousness that a site can offer. No other structures are so appropriately entitled to the best position that the town can afford, convenience and appearance being jointly considered, as are those that officially stand for the town. And this being true of all the leading public buildings, they are gregarious. They belong in about the same location, theoretically, without regard to (because above) the temporary matter of land values and the claims of individual real estate interests. And not only do these structures belong together, but each gains from the proximity of the others. There is, for example, a utilitarian gain, in the concentration of the public business and the consequent saving of time; and there is a civic gain, in the added dignity and importance which the buildings seem to possess. Collectively, they appear to make the city more pridesworthy. They make it seem better worth living for and working for, as of larger possibilities for good, than could the same buildings when scattered about the town and lost in a wilderness of commercial structures.

It scarcely needs to be said, further, that a grouping of these buildings may be as *advantageous æsthetically*, for all of them and for each of them, as it is in a civic sense and utilitarian sense, and as from these points of view it would seem to be natural. A prominent architect, in discussing this matter at a national gathering of his profession, has maintained that "isolated buildings of whatever individual merit are insignificant in comparison to massed constructions, even if these latter be comparatively mediocre in quality." This is a very strong claim, but even if it be pared down — as the architects did not require that it should be — there remains enough of undoubted truth powerfully to endorse on æsthetic

* This article is made up of extracts from a chapter of the latest book on city beautifying, "Modern Civic Art," by Charles Mulford Robinson of Rochester, N. Y., published 1903 by G. P. Putnam's Sons and copyrighted by them.

grounds the grouping of the public structures. Granting this, consider what a waste of opportunity there is in the erection of monumental buildings for a city — whatever the landlord represented by each — that are so separated as to make it impossible to associate them together. Probably without additional expense, certainly without addition proportioned to the resulting gain, they might be grouped, and to every building there might thus be given something of majesty by its mere setting among its neighbors. There would always be created, if laws that are not less natural than artistic were followed, a civic, or administrative, center in each town.

As the public's interest is greater than the interest of any individual or set of individuals, the ideal alone should be considered in the placing of public buildings. Let us consider then, what the ideal placing would be, having assumed that the buildings are in a group.

Most of the structures of a city are arranged in rows, fronting on the streets. This is an extremely undesirable arrangement for public buildings. Needless to say, they might form a very stately series; and there are a host of examples — notably the handsome row of public structures on the Ringstrasse of Vienna — that could be named to endorse such a location. But Vienna's Ringstrasse is to be counted out for the present, and of the other cases in which public buildings are collected into a group arranged along the side of a street, it may be doubted whether there is a single one in which the effect would not have been better with some other disposition. The main objections to location on a street, even assuming that there be no commercial interruption of the series, are: (1) the endangering of what is called the scale of the buildings; (2) the lack of opportunity for perspective, owing to the narrowness of the street; (3) the loss of apparent relative importance.

If the side of the street opposite to the public buildings be not built upon, — if it be a park or other reservation, — the buildings, as far as civic art is concerned, face not on a street but on the reservation, which is quite another matter. If the street be built up on the opposite side, private ownership of that land puts in jeopardy the beauty and dignity of the public structures through the possibility of mingling inharmonious architecture, of making a squalid and unworthy outlook, or of destroying scale by the erection of a "sky-scraper," or any colossal building, that would dwarf the public structures. The danger that threatens on the farther side of the street threatens also at either end of it, except that there the possibly unworthy outlook becomes an unfortunate approach.

The narrowness of a street is a serious matter because of its denial of opportunity for perspective, the public buildings being deliberately monumental. The architect should not be discouraged

by a thought that the beholder of his work for the municipality can get no more than eighty or a hundred feet from the base lines. Such discouragement would be a sad thing for the city; and if there were no disheartenment, and lovely buildings were still erected, their beauty would be well-nigh wasted by the necessity of having to look straight up their walls to see them. In the case of Vienna's Ringstrasse, the street is extremely broad — so broad as to become at any point, with its trees and turf and "parking," a little park; while its great width is further enhanced by the curve of the street, that renders possible long and changing oblique views of the façades. That is why the majestic Ringstrasse is not to be taken as an example of the normal street. It is hardly fair to call it a street at all, for it is more like a long, curved plaza. Finally, if the public buildings be crowded along the edge of a street, what is there to distinguish them from the other structures of the town, to give them character, prestige, and the surpassing dignity and conspicuousness that should be theirs? To set them back from a street elsewhere built up closely would be even to conceal them further.

Most communities have an eminence. If it does not command the whole town, it yet commands a considerable area, so that whatever structure is reared upon it possesses a conspicuousness above that of the town's other buildings. Various considerations urge the reservation of this site for the public. If the buildings be placed here the height of the location will emphasize their relative importance without making too great a demand upon the architect or involving too high a cost for construction. They would gain in seeming importance and in dignity, merely because of their situation; and there would be no invitation for those balustrades and terraces that may do so much to place a building to advantage. In the distant view or the travelers' view of the city, the buildings of its government would be, fittingly, the first and most striking objects of the scene.

Finally, and more prosaically, their very site would then safeguard the public buildings from the intrusive elbowing of private structures that might dwarf them, that might screen them from view or might shut out their light. . . .

To recapitulate, then, the government buildings should be grouped. That is, there ought to be a civic center. If grouped they should not be strung along a street. . . . A desirable location would be on a slight eminence where a public reservation might connect them.

As yet, there have been noted only the relations of the buildings to the town as a whole. They have relations to one another. A number of these are comprised in what the architect calls *scale* — the adoption of a certain module to which all the buildings must strictly adhere, as they can with no loss of individuality. If they

so adhere that no building clashes with its neighbor, we may hope to attain that beauty of harmony and repose of which so many non-professional persons gained a new concrete conception in the "Court of Honor" at the Chicago Fair. Where they are grouped about a park, or tree-planted reservation, this adherence can be delightfully effective without exactness.

Finally, it may be suggested, as a fitting conclusion, that the architectural grandeur of Athens, Florence, Venice, Budapest, Moscow, Antwerp, and Paris,—to name but a few examples,—is due largely in each case to the concentration of the chief buildings. Imagine its chief buildings as separated and isolated, and the beauty of each of these cities departs.

PARIS — THE CITY BEAUTIFUL

BY MILO R. MALTBE.*

It is proverbial that good Americans go to Paris when they die; but judging from the numbers which throng the streets of that metropolis during the summer months and the large contingent to be found there any time during the year, many either cannot wait so long or fear they may be denied the privilege by Charon. Probably no European city is visited by so many persons from the United States as Paris, and millions of dollars are spent there annually by our citizens.

But why? Is it because Paris sets the fashions for the world? Is it because of the intense interest in French history and civilization? Is it because the climate is enjoyable, the people attractive or the bargains inviting? No doubt these are factors of some importance, but the principal cause of this constant emigration is the generally accepted belief that Paris is the most beautiful city of the world. "See Paris and die," is the advice some would give, and not without a basis of fact.

Within the last half century, the city has thoroughly been reconstructed. Its street plan has been revolutionized; new boulevards have sprung up where none existed and old streets have been widened. Beautiful public buildings have been erected in abundance. Attractive parks have been laid out. Monuments, arches, fountains, and statuary have been scattered with lavish hand. The customs and habits of the people, the history of the city, and the glories of French civilization have been perpetuated in ennobling works of art.

In all this work, which has cost millions upon millions of francs, but which has justified itself again and again, no one factor has received more attention than the question of *location*. Baron Haussmann and his successors fully realized that more depended upon the *placing* of public structures than upon the structures themselves, for an artistic building among mean or ugly surroundings is worthless in any scheme for city decoration. Public buildings, standing as they do for the whole community, should represent its loftiest aims, its noblest sentiments, and highest ideals. Further, they should occupy sites fitting to their character, with artistic and dignified surroundings, and in such locations that they may be seen and appreciated by the people, and having been seen, may ennoble, energize and inspire. This cannot be the case where buildings are

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indifferently scattered, hidden in out-of-the-way places and elbowed by mediocre, commercial structures.

Parisian conditions emphasize these facts over and over. The city authorities seem to have a special fondness for so placing public or semi-public buildings as to provide pleasing vistas. Many will recall the view from the Eiffel Tower, looking across the Seine to the Trocadéro, with its spacious park, beautiful statuary, gorgeous



THE TROCADERO FROM THE EIFFEL TOWER.

flower gardens and restful cascade — the one lasting reminder of the Exposition of 1878. Equally pleasing is the view from the Avenue De l'Opera of the magnificent Opera House. Every person who passes along that busy avenue, whether upon business or pleasure, gives thanks that he lives in a city where art is cherished and city-building is wisely planned.

The Rue Royale is not like many of our streets, beginning and ending in a characterless horizon. At one end is the Place de la Concorde; at the other, the Madeleine — the Church of St. Mary Magdalen, with its dignified Greek façade. The Pantheon — the temple to patriotism erected upon the site of the tomb of Saint Genevieve, the patron saint of Paris — is at the terminus of Rue Soufflot, which connects it with the Luxembourg Palace and gardens. The Hotel des Invalides terminates a boulevard from the famous

Alexander III. bridge upon the north, and on the south the tomb of Napoleon closes the vista from the Avenue de Breteuil. The Monumental Arch of Triumph, begun by Napoleon I., caps the cli-



ARCH OF TRIUMPH.

max by being the focus for twelve avenues, including the Champ-Elysées. Other instances might be cited.

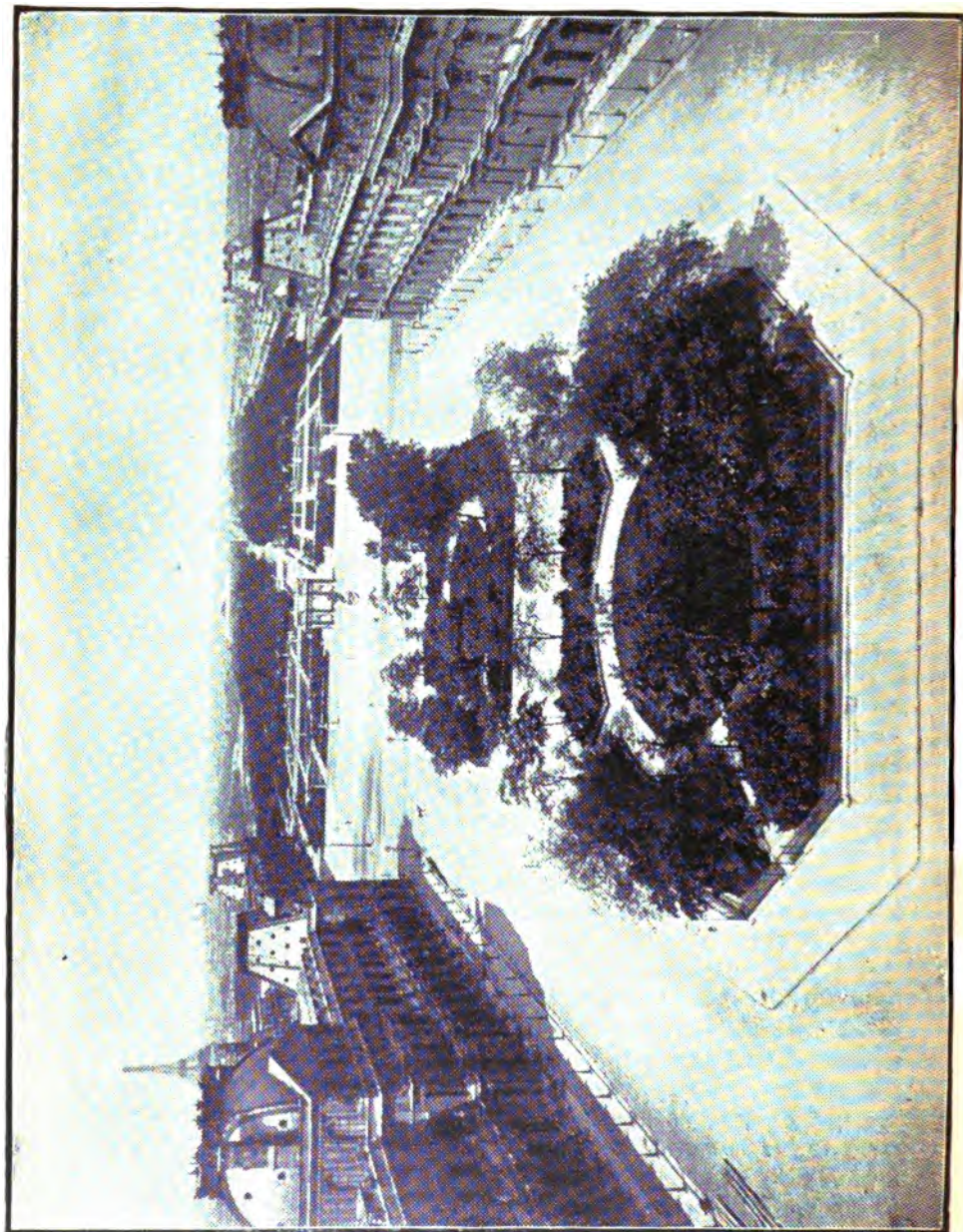
Paris has done much also towards the grouping of its public buildings and the harmonious arrangement of parks, monuments, fountains, statuary, and arches. The best instance and one which is world-famous for its beauty and symmetry is that which has for its focus the Louvre and the Tuileries gardens. The Louvre is a civic center itself, for it is nearly one-half a mile in length and a quarter in breadth. This vast structure, dating in part from the 16th century, contains some ten museums and the Ministries of Finance and Colonial Affairs. Although the product of many archi-

fects, sculptors, and other art workers, it is quite harmonious and generally considered the best work of French architecture. Immediately to the west are the beautiful Tuileries gardens, adorned with statuary, floral displays, fountains, and monuments. These lead to the Place de la Concorde, one of the finest instances of plaza treatment in the world, with the Ministry of the Navy and the Rue Royale leading to the Madeleine upon the north, and the Chamber of Deputies across the river upon the south, bordering upon the Esplanade des Invalides, referred to above. Proceeding west from the Place de la Concorde, along the Avenue des Champs Elysées, one comes to the Petit Palais and the Grand Palais, two graceful buildings which remain as the permanent contributions of the Exposition of 1900. The avenue between these two palaces leads to the Alexander III. bridge, a structure of marvelous beauty and symmetry, which also owes its existence to the Exposition of 1900.

Returning to the Louvre, one sees upon the north, opposite the Ministry of Finance, the French Theater and the Palais Royal, now occupied by the Council of State. To the east stand the Church of St. Germain l'Auxerrois, from which the signal for the massacre of St. Bartholomew is said to have been given, and the Mairie of the First Arrondissement. Across the river to the south, are the Mint, the Palace of the French Institute and the Ecole des Beaux-Arts.

Another center, which almost may be considered part of the one just described because of its close proximity, is located upon the site of the earliest settlement in Paris — the Gallic town of *Lutetia Parisiorum* of Cæsar's day — the Ile de la Cité. Here are the Cathedral of Notre Dame and the Sainte-Chapelle, the two finest sacred edifices in Paris. Upon the site of the old Royal Palace, the Palace of Justice has been erected. Opposite them are the Tribunal of Commerce and the offices of the Prefect of Police. Further to the east and near the cathedral is the Hotel Dieu, the oldest and one of the largest hospitals in Paris. Across the Seine is the City Hall.

Smaller groups of buildings in other parts of Paris might also be described, but doubtless sufficient evidence has been adduced to prove that the builders of Paris, those who have made it the City Beautiful, are firm believers in the civic center idea. But they are not content. Every year sees the formulation of new plans, the erection of new buildings, the plotting of new avenues, and the construction of new monuments. To stand still is to decline, to be contented is to decay — that seems to be the watchword of Paris. And if Paris considers it a wise policy to spend millions upon art in its various forms, with all of its present beauty, what of American cities, both great and small, which have greater wealth, simpler



VIEW OF THE LOUVRE AND A PORTION OF THE TUILERIES GARDENS

problems and equal ability, but less civic art? However, there is an awakening. From Maine to California, associations are springing up, whose purpose is the improvement of their city. Public officials are seeking to lead, and in many cities, commissions have been appointed to draft comprehensive schemes.

A CIVIC CENTER AT PROVIDENCE, R. I.

BY GEORGE A. PARKER.*

What are the lessons the grouping of public buildings in Providence have for other cities which are studying that problem? Providence may say that she has never given serious thought towards forming a "Court of Honor" or of arranging her public buildings so as to constitute a unit, and therefore ought not to be considered an object lesson, but that she has considered them in juxtaposition to each other is evident, for she has placed them near each other, yet she shows little signs of having considered their relationship to a general design. If we were to consider each building by itself, and its adaptation to fulfill its purpose, we would find much that would incite our admiration and commendation. But this inquiry does not relate to individual buildings and their immediate surroundings, but to the grouping of buildings and the value of the group as a whole, in the hope of finding the principles underlying such grouping.

To begin with, let me describe, as well as I can, the relation of things as they now exist. The Court of Honor, if I may be allowed to apply that title to the tract of land under discussion, lies across valleys of the Woonasquatucket and the Mosshassuck Rivers, which unite, forming the Providence River, but are now mostly covered, so that they flow underground in a huge conduit. This tract of land is irregular in its general outline, being about one-half mile long and one-fourth mile wide. Its size and natural topography were such as would have made it one of the most magnificent Courts of Honor in the world. I do now not call to mind any spot in the heart of any city which has so great possibilities. Around this valley on the higher grounds are located several public and semi-public buildings—State House, Normal School, City Hall, Railroad Station, Fire Engine House, and the Post Office, and near to it on the south is the main business street of Providence, with its large stores and high office buildings. The railroad crosses it from the east to west, and a public street, one of the main thoroughfares, from north to south. Near the middle of the plot, is the new Union Railroad Station, elevated to allow the city streets to go underneath. The station buildings extend practically across the plaza, and although the buildings themselves are low, yet being elevated on an artificial ridge, they cut the plaza into two parts and separate them almost as completely as if they were located on different sides of a mountain instead of on opposite slopes of the same

* Superintendent of Keney Park, Hartford, Conn.

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valley. The railroad tracks are so situated, that it is practically impossible to locate public or other important buildings on the sides of this plaza. At present the north end is occupied by the State House and the State Normal School, and at the south end are the City Hall and Post Office, and headquarters of the Fire Department. The railroad, occupying as it does the central portion, with its passenger station, a low, rambling building, not at all monumental, perched on an artificial ridge, predominates the whole scene. The plaza on the city side of the station has been graded with a pleasant slope towards Exchange Place, where there is a beautiful fountain and several monuments. On the State House side of the station, the grading is much more abrupt, overlooking a comparatively deep valley lying between the station and the Capitol. The whole territory has a bleak, barren, incomplete look, and nowhere is there any apparent unity, or sympathy with a general plan or design. This, then, is the condition of the plaza in Providence today, the result, so far, of the expenditure of several millions for buildings and grading.

Providence might have had, with less cost, one of the most beautiful civic centers in this country. I know of no city which could have been its superior, except, perhaps, Washington. In place of that, she has several fine buildings, which are greatly admired by all who have seen them, but so arranged as to produce more or less discord and unpleasantness.

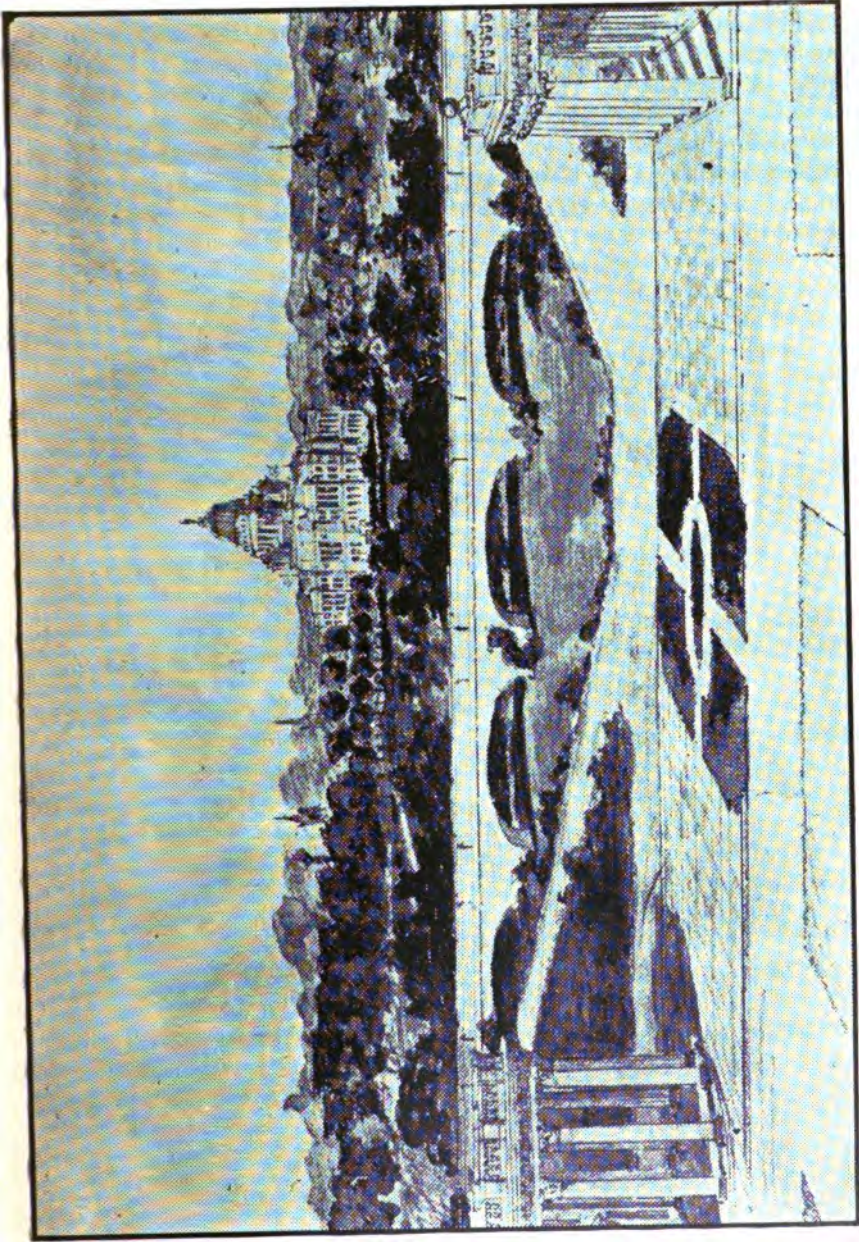
Twenty years ago, Mr. H. W. S. Cleveland, an eminent landscape architect, was called upon to make a report of this territory. What he said was probable, in this report, if a comprehensive plan for the whole was not seriously thought out and adhered to, has taken place. This report, made to the Public Park Association, and other reports of that association, brought the matter fully before the people of Providence. Had his plan, or a modification of it, been carried out to a logical conclusion, Providence would have had one of the largest and most beautiful "Courts of Honor" in the world. The opportunity was hers, but she did not take it, because her men who had the capacity and energy and influence sufficient to carry it through, did not realize its importance. Had Dr. Bushnell lived in Providence instead of Hartford, these cities would have changed places regarding their central park. "Bushnell Park" would have been in Providence, while Hartford would have had a discordant and undesirable spot, where Bushnell Park now is.

The conditions in Providence were almost identical with those that Dr. Bushnell overcame in Hartford. There was a passenger station, railroad tracks, and freight yard to be moved, a river, repulsive from sewerage pollution, to be cleaned, order and symmetry to be brought out of discord and confusion, and a State House to be built — an apparently hopeless and gigantic undertaking for any man to undertake single-handed, with the public sentiment, such

as had manifested itself, against it, and yet Dr. Bushnell won the public, made the park, located the State House, and left as a monument to his memory, Bushnell Park, the pride of Hartford and all Connecticut. Hartford owes Dr. Bushnell the deepest gratitude and the highest honors — a debt which she delights to pay by the daily appreciation of Bushnell Park. The world also owes Dr. Bushnell much for showing the way such work can be done. His own report of the work, in the form of a letter to Donald G. Mitchell, should be read by everyone. I quote from it to show the qualifications needed to do these things, and which he exemplified by his life: —

“If now, any apology is wanted for massing these particulars, it must be enough to say that I have done it to show how many things must be carefully prepared, as carefully watched, and persistently pushed, by the man who will get any city public into and through a great improvement of this kind. Wearied, and worried, and hindered, he must never sleep, never be beaten, never desist; and, if, by a whole five years of toil, he gets his work on far enough to become an interest in itself, and take care of itself, he does well, and there may rest.”

I have tried to find lessons for our Connecticut cities in the omissions of Providence, and of her failure to rise to her opportunities, and even if I have failed in doing so, I am sure every city can learn much by what she is now doing to recover herself, and to lose no opportunity which now remains. Her Public Park Association has, for several years, been making a study of the conditions in and around Providence, and have finally devised a scheme which is a most comprehensive and desirable one. It is begun none too soon, however, to be economically carried out. The scheme, as planned, includes the development of the “Court of Honor,” on which face the public buildings. That it may be successfully done, Manning Bros., landscape architects of Boston, have been employed. They have submitted preliminary plans and sketches which skillfully meet present conditions. They provide from Post Office Square, a beautiful view of the State Capitol, the unpleasant freight yards and railroad tracks being screened by a proposed viaduct and plantings, the Capitol site being high enough to appear above all the structures and plantings in the fore and middle grounds. Between the railroad station and the state buildings they have proposed a large plaza or park, which does away with the too-large portion of street surface, and harmonizes the grounds of the State House and Normal School and brings into accord the alignments and grades which at the present time seem so unpleasant. It also fits the grounds around the railroad stations, and screens out the freight yards from that side. The illustrations show this better than any



PROPOSED IMPROVEMENTS AROUND THE RHODE ISLAND STATE CAPITAL AT PROVIDENCE.
View from near Postoffice Square. Plan by Manning Brothers.

words can. These suggestions appear to solve the present difficulties.

The one important lesson to be learned from the experience of Providence, is that nothing is settled permanently until it is settled right. A place is not right until it has developed all the possibilities with which it is naturally possessed. It is not enough to say it is as good or better than some other city, it must be at its best, irrespective of everything else.

THE IMPORTANCE AND VALUE OF CIVIC CENTERS.

BY GUY KIRKHAM.*

That "the beautiful is the ultimate form of the useful" is easily demonstrable in city development. Broad thoroughfares, open spaces, the planting of trees, the repression of smoke, wires, and ads., building restrictions, are as essential for the business, health, and safety of the city as for its beauty. Under-planning has been the practically universal rule, over-planning the unheard-of exception, in the rapid growth of our cities. What was thought ample yesterday is found to be inadequate today; what was thought extravagant yesterday, only what the situation today demands; what was thought visionary proves but the plainest common-sense. Considerations of practical economy and convenience, of health and safety, and of beauty, in the development and control of cities, are one. The truly ideal city becomes the practical city, the truly practical the ideal.

Experience and observation sustain this view. The things we most admire in the great cities of the world — Trafalgar Square in London, the boulevards, quays, and bridges of Paris, the docks of Antwerp and Hamburg, the Ringstrasse of Vienna — are not admirable because convenient and serviceable alone, nor because pleasant and sightly alone. They are admirable because in each case, meeting more than the immediate necessity, the needed thing has been done in the practically ideal and ideally practical way. Washington is to become our worthy capital city because of adherence to L'Enfant's ideally conceived and eminently practical plan, thought by many at the time of its making absurdly visionary.

An important consideration in the beautifying of cities, and in their practical development as well, is to provide spacious focal points, giving distinction of site to important buildings, convenience of communication, and effective, not wearisome, vistas. The important public buildings should be given importance of position by the city, and the public business is facilitated thereby. It is hardly necessary to argue that the grouping of public buildings enhances their aesthetic value. Harmoniously co-ordinated, they co-operate to secure the best results in an artistic as surely as in a business way. Thus associated they foster civic pride, and civic pride is a developer and safeguard of civic duty, civic honor. Thus placed, they maintain their proper dignity of character, mutually protected from the dwarfing effect of towering business structures and the demeaning effect of neglected or unsightly property about them.

* Architect, Springfield, Mass.

The different public buildings, while harmoniously related as a whole, should present distinctive architectural characters, each according to its purpose. There would then be that variety in unity which is the artistic ideal, and it would be unnecessary for the stranger to inquire which is the arsenal, which the postoffice, which the city hall. In even the smaller towns of France the public buildings are so distinguished. In this country we are developing distinctive types of capitol and library and schoolhouse, and the newer national government buildings are designed in a consistent style, while courthouse and city hall bid fair to emerge from the architectural chaos which has enveloped us into fitting and recogniz-



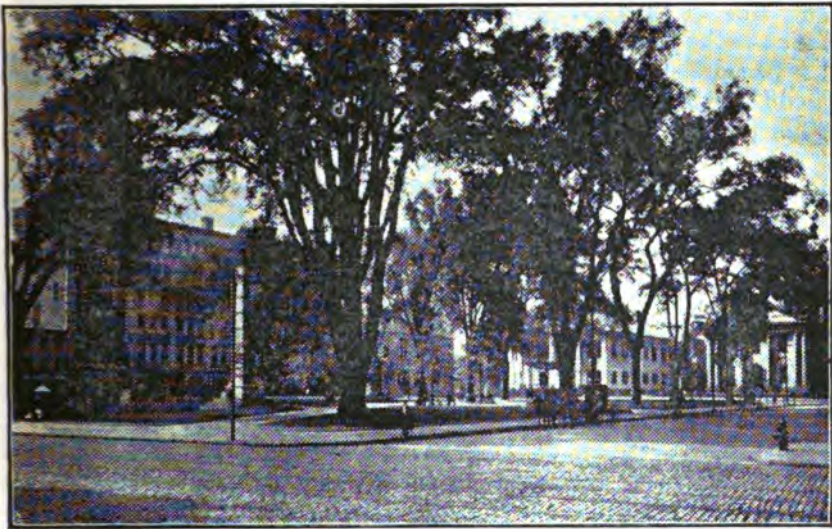
A LOCAL CIVIC CENTER AT SPRINGFIELD, MASS.
View Looking up State Street from Corner of Chestnut Street.

able forms. Where the architectural problem is clearly comprehended and firmly held, there is progress toward a definite and fitting type of structure, with beauty as its consummation. Where there is conflict and confusion of ideas, there is confusion in the resulting architectural expression, and ugliness is the end thereof. This is as true of city-building as of any constructive art. We must understand the needs and purposes of the city, and in meeting these rightly the safe and convenient, and finally the beautiful, city will be evolved.

The railroad station is the main entrance to the city, and we seem slow to grasp its importance from this point of view and to develop it accordingly. In the improvements accomplished or proposed in Providence, Cleveland, and Washington, this conception is adopted; while in Paris, Rome, London, and New York, in-

creased importance is being given to it. The gain is great, for not only is time saved where it may be of the utmost importance, not only is there provision for the gathering and dispersing of large numbers of people, but the value of an adequate first impression is given practical recognition. Hartford is most fortunate in her Capitol Park; but neither Hartford nor Springfield has yet realized the practical ideal in the development of railroad station approaches.

Such advantages of position as Paris gives to the Opera House and the Madeleine, the Pantheon and Hotel des Invalides and Trocadéro, Rome to St. Peter's, and London to St. Paul's, most of our



COURT SQUARE, SPRINGFIELD, MASS.

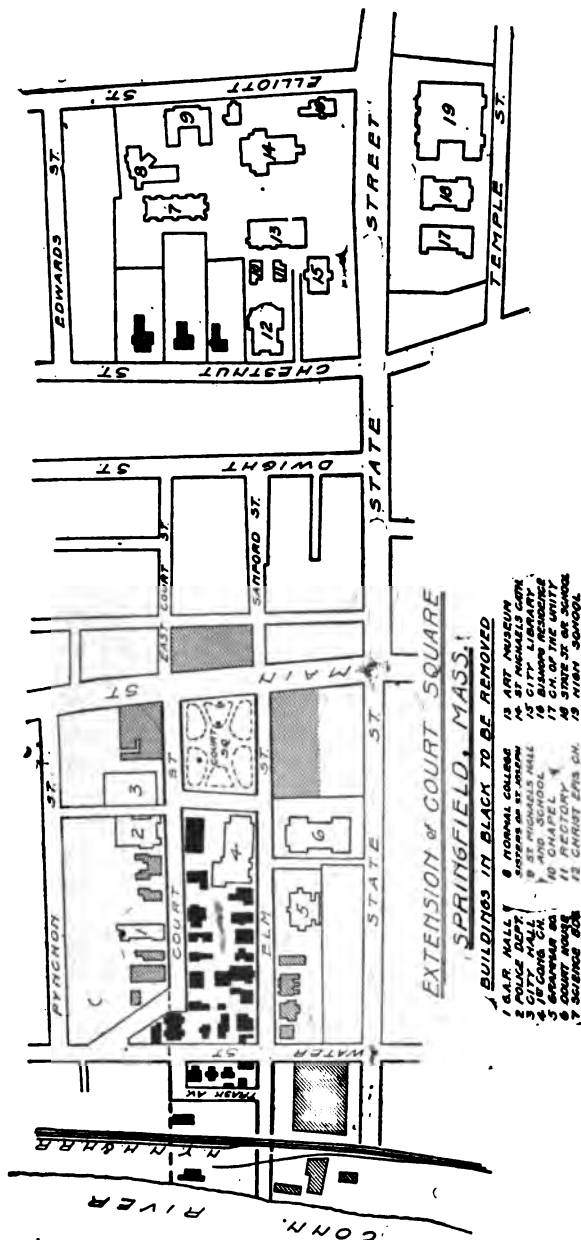
View from Corner of Main and Court Streets.

cities give to nothing. We are not without opportunities, even in the smaller places; but we have not yet learned fully to avail ourselves of them. Springfield has a notable group of buildings on State Street. The street itself is of good width and bordered with handsome trees, the rising ground on either side gives a grateful eminence of site, and the spacing is fairly adequate; Richardson's lovely Church of the Unity is here, and St. Gaudens' masterly statue of the Puritan. The Art Museum and Science Building fail to convey their rightful effect, because of unfortunate placing, while Christ Church cries to heaven for her tower; but the total impression is one of undeniable distinction, and serves unmistakably to emphasize the value of association and environment. As if an example of the other way were needed, Springfield saw fit to allow

the militia armory to be set among the tenements on a side street,—a \$100,000 structure of the most distinctive character on an undistinguishable \$1,000 lot.

It is a fortunate thing for the city that the Springfield Fire & Marine Insurance Company, which has acquired the property adjoining the Church of the Unity on State Street, is constructing a building of moderate height and marked dignity of design, worthily taking its place as a member of a distinguished group. Business is here associating itself acceptably with religion, education, and art. This is a distinct advance over the times when the Unitarian Church and High School were adjoined by the County Jail, a succession familiarly denominated Salvation, Education, and Damnation; this in turn giving occasion for the highly improper query, Which is the first and which is the last?

Springfield is developing another civic group, one which should become the true civic center. Years ago certain public-minded citizens purchased Court Square and gave it to the county as a public common. This was in 1822; there were 47 subscribers, and the cost exceeded \$3,000. In 1888 the county transferred the square to the city. Later, through bequest and the generous efforts of citizens, \$100,000 was raised and \$125,000 more appropriated by the city, and the property was purchased whereby the square is to be extended to the river. On this square will face several important public and semi-public buildings,—the City Hall, the Police Building, the Y. M. C. A., Memorial (G. A. R.) Hall, the Courthouse, a grammar school, the principal theater. The First Church, a worthy example of early nineteenth century work (1819), will be undisturbed in its location in the enlarged square, where it will be seen with increased advantage,—except for its chapel, an incongruous addition. Ultimately the church should be given a position facing the square, and a new City Hall should be erected in the crowning position of the group. With so good a beginning it would seem that future developments should take place along right lines and large results be obtained without extravagance or waste, to the lasting joy and credit of the community.



THE "RINGSTRASSE" OF VIENNA.

BY MILO R. MALTBY.*

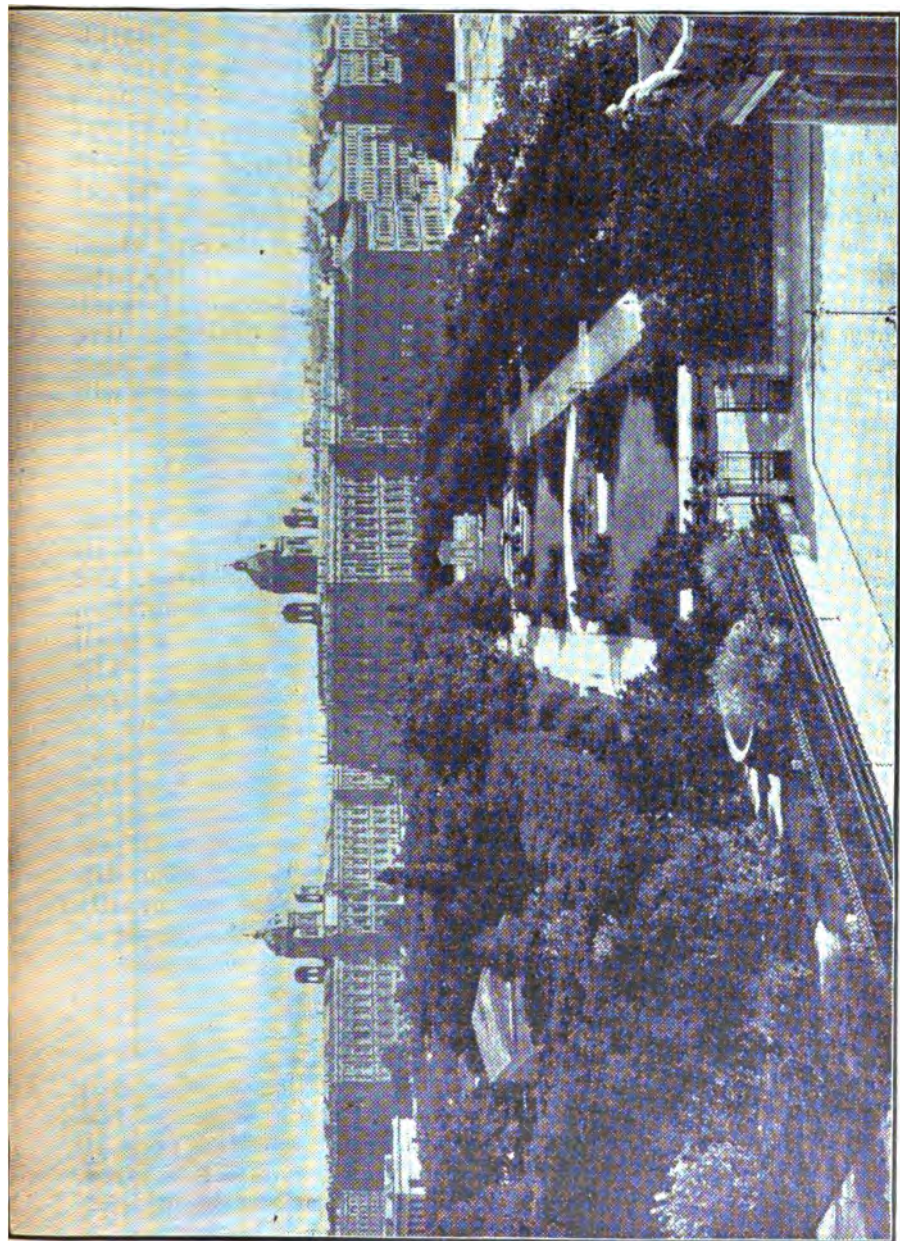
Vienna is the Mecca of all pilgrims seeking the ideal civic center — the city where public buildings have been grouped most artistically. There is nowhere else in the world such an elaborate, comprehensive, and well-planned scheme. Berlin and Paris, as we have seen, have centers that do credit to the capitals of such great countries as Germany and France; and in a subsequent article a rapid tour will be made of the other leading cities of Europe; but Vienna is the grandest, surpassing all in the artistic way in which public buildings, churches, theaters, museums, monuments, fountains, sculpture, boulevards, and parks have been grouped and harmonized.

ORIGIN OF THE PLAN.

The origin and evolution of this wonderful scheme is most interesting and instructive. Following the fashion of every ancient city, Vienna was protected by elaborate fortifications down to the middle of the last century. When erected, these walls (upon three sides and the river upon the fourth) surrounded the entire city. With the rapid urban growth of the modern industrial era, the population overflowed these bounds, and suburbs sprang up outside. As the suburbs multiplied, the fortifications became of less and less value as protection against invasion. The progressive ideas of Emperor Francis Joseph, who came to the throne after the insurrection of 1848, added weight to the agitation for the removal of the walls, the filling of the moats and the abandonment of the immense parade grounds west of the city.

The disposal of this vast area aroused a three-cornered fight between the City of Vienna, the Kingdom of Austria, and the Crown family itself, each claiming that it should receive all, or at least the major portion. A very fortunate compromise was finally arranged. A portion of the area, following the semi-circular line of the old city wall, was converted into a broad, tree-lined boulevard. A portion was converted into parks, just off from this "Ringstrasse." Another portion was set apart for sites of public buildings; and still another portion (so vast was the area) was broken up into building lots and sold to provide funds for the erection of artistic structures and appropriate statuary.

* Assistant Secretary of the Art Commission of the City of New York.



Court of
Royal Palace.

Temple of Theresa.

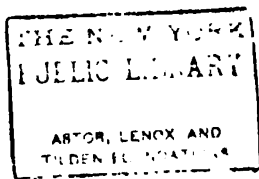
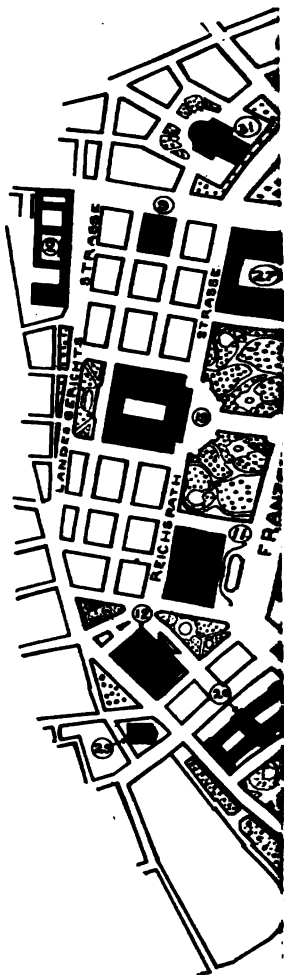
Grillparzer Monument.

VIEW OF VOLKSGARTEN FROM ROYAL THEATRE.

buildings and monuments at focal points and at the termini of vistas. As one journeys through the Ring or approaches it from various directions, he sees a beautiful vista, and artistic structures are constantly looming up before his vision.

The great moral to be drawn from the story of Vienna is that all plans for the development of a city should be prepared far in advance of its needs and steadfastly carried out with such minor changes as new conditions may make necessary. It would cost Vienna an enormous sum, infinitely more than it has, to secure at this moment an area equivalent to that occupied by the Ringstrasse, the adjoining parks, and public buildings. It was doubly fortunate in having such a vast area at its disposal a half century ago. But the wonder is that such far-seeing men were in official positions and that plans were laid for improvements, the utility of which was not then evident.

This moral is applicable to every city, large or small. Urban centers grow so rapidly and real estate values increase so enormously that unless a plan of improvement is early adopted, it soon becomes so expensive that the cost scares many. Nowhere else does a little foresight yield so large returns in public well being and financial saving.



1. Royal Palace — old.
2. Telegraph Bureau.
12. Palace of Justice. 13.
17. Charitable Institution.
School. 23. Kursalon.
28. Royal Theater. 29.
34. Gymnasium. 35. A
Bank. 40. Exchange.

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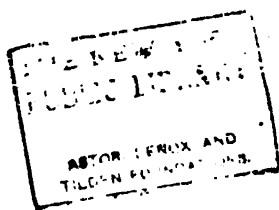
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CLEVELAND'S CIVIC CENTER.

BY GEORGE A. PARKER.*

Cleveland has begun the most extensive and far-reaching action towards the formation of a civic center of any city in the United States, and her solution of the problem is of material aid to other cities. The head of the commission who planned the civic center for Cleveland was Daniel H. Burnham of Chicago, an architect by profession of the highest reputation, who has given special study to the plans of European cities and their principles and methods of growth. It was he who designed the grouping of the buildings at the World's Fair in Chicago, and whom the national government selected to head the commission to work out a plan for the development of Washington, and the location of its public buildings. San Francisco has also engaged Mr. Burnham to go there next month to consider the problems involved in a design for its development and beautification. It is he whom many large cities in this country have called in for consultation whenever the question of a civic center or the grouping of public buildings is under consideration, and he, by his gifts, by his education and training, and by his experience, is well fitted to solve problems of this nature, and therefore what he has designed for Cleveland, and the principles underlying that design, and his methods of reaching his conclusion, is of the utmost importance to us all.

First, he made himself familiar with the topography of the city, its street plans, its industries, its business and manufacturing sections, its residential problems and its park system, and studies the probabilities of its growth in the light of his knowledge of how cities, both ancient and modern, have grown in the past and are growing now.

The starting point in the study of a city is to realize the fact that it is a living organism, whose life is not a series of accidents, but conforms to the laws of growth, while undergoing constant modification in response to changing influences. In the growth of cities, it is found that the business section is at the place of the greatest attraction, which means an intense occupation of a limited territory. The business center grows along the line of the greatest resistance, and not along the line of the least resistance. From the very beginning, all growth of cities conforms to biological laws, and is either central or axial. If the city is built on a level plain, uninterrupted by other forces, the axial and central growth would produce a star-shaped city with an ever-increasing demand for additional opportu-

* Superintendent of Keney Park, Hartford, Conn.

nities for business at the center, and with the rays of the stars always extending outward. The interspaces between the rays are comparatively of little value. However much this principle of development may be modified by the topography of the ground, or by local circumstances, yet it is the force underlying the development of all cities, and it is, with it all, a true evolution, for it consists in a continuous redistribution of matter and force. All this has to be most carefully considered in the location of a civic center. It is possible to plan such a center as to make it an obstacle to the city's growth and a nuisance in business affairs, even as parks are when they interrupt a main place. It is evident that a civic center must be placed between the radial lines of development, or if it crosses thoroughfares of travel it must be arranged so as not to interfere with them. It ought not to intrude upon the business center, but it should be in juxtaposition to it. It must not interfere with that for which our modern cities represent, commercialism and industrialism. It must be subordinate to them.

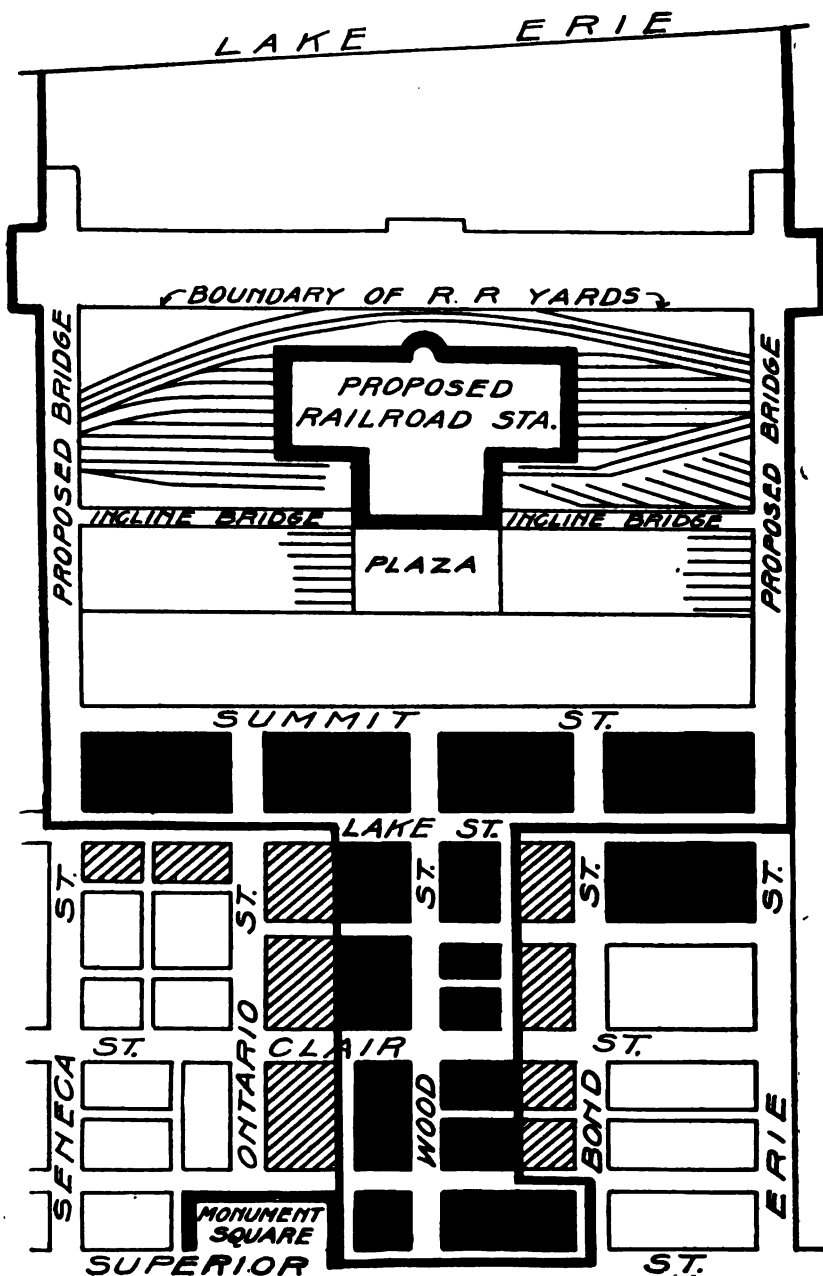
From earliest times, all have agreed that to mass at the central or most conspicuous point of the city the public or quasi-public buildings, needed by the public or the people, was the most effective method of dignifying the city and emphasizing its greatness. True, this is more common and obvious in the case of the older cities, for modern cities are no longer merely fortresses, court residences, or cathedral cities, and therefore we may forget that civic centers are as much needed now as then. In those old towns it was rarely that the especial fitness of the site for buildings was the reason why they were built there, but they were located for the common convenience and pleasure of the citizens. Generally some focus was selected about which would be grouped the more important buildings to which they must resort. And therefore, while encircling ramparts may have been razed, and boulevards laid out in their place, though elected officials may have replaced the dynasty that built the palace, though the cathedral may be as neglected as formerly it was thronged, yet the same human nature and the same human convenience that made civic centers in the old cities will not be satisfied except by new centers being established in our work-a-day cities of the present century.

The plans of Nineveh, Babylon, and Thebes were as radically different from the Acropolis and the Forum as were these from each other, but all were alike in this: each was an expression of the civic life of its time and people, which could not have well existed without such a focus of its energies, and this was so because, its citizens being men and not brutes, their public life was highly organized. For similar reasons the mediæval cities did the same, and as one after another of the modern cities becomes self-conscious, they tend towards that more perfect adjustment of its public functions

and facilities which result in one or more civic centers. Human nature remaining the same, example is far more telling than argument, and of examples there is no end, a most interesting fact in this connection being that in each case as these civic centers develop they are more and more characterized by provision for the fine arts. It is very inspiring in this country that public opinion should have risen to the full realization of this great opportunity for our cities. The problem had been discussed for several years in Cleveland. The commission began its work by studying the movement from its inception and considering every suggestion which has been made and discussing the matter with public officials and citizens.

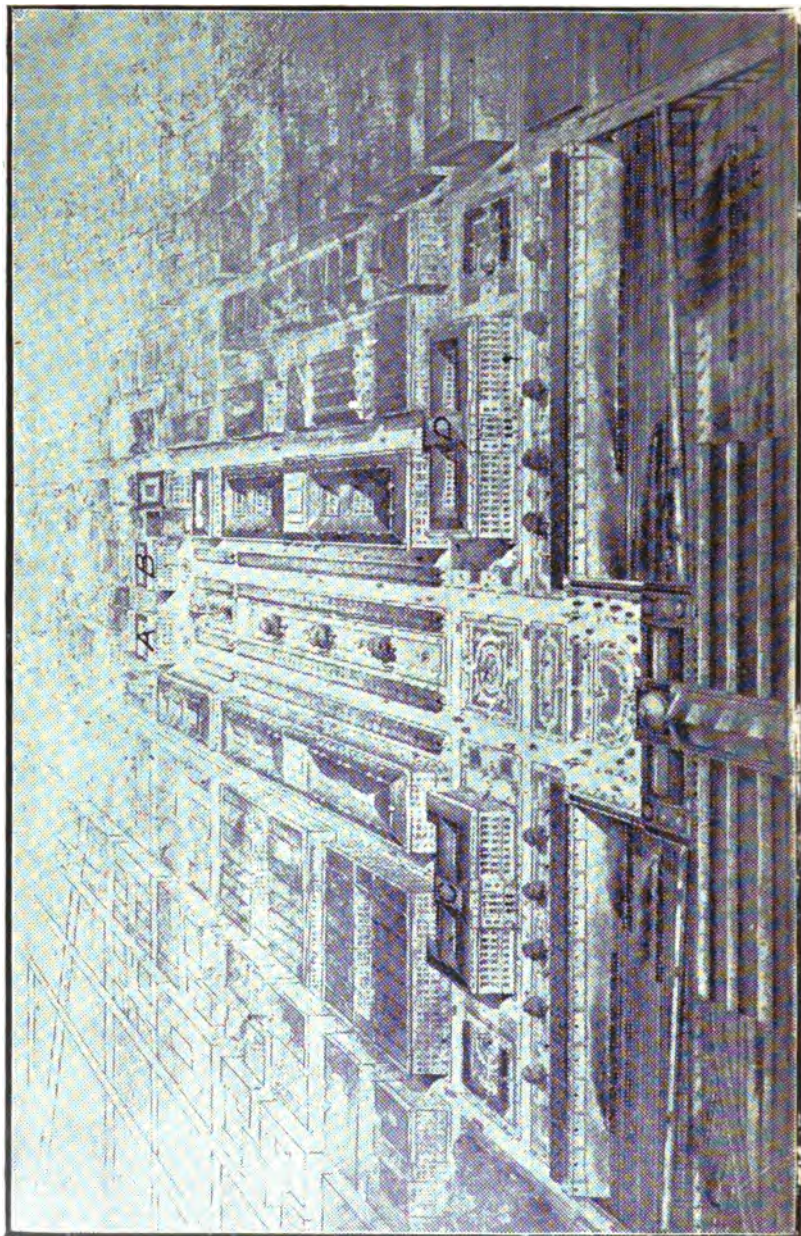
Cleveland, like nearly every city, had a business center already established. It was located around and about Monumental Square, where business was concentrated and several public buildings were located. From this spot radiated ten streets, which were the distributing arteries of greater Cleveland. Two things were apparent: if a civic center was to be created, it must be located near this business center, and it must not interfere with those streets which were pouring, daily, thousands of people into this business center. The conditions were met by taking the space in the angle between two radial streets, that is, Ontario Street, which connects the square with the railroad station, and Superior Street, the great eastern artery of Cleveland, including a strip of land of sufficient width between Superior Street and Lakeside Park for the location of the public buildings, with a court of honor between them, three hundred and fifty feet wide and one thousand feet long. Already several public buildings were located within this territory, and it makes ample provision for such additional buildings as may be necessary.

The Cleveland Commission describe their proposition, in part, as follows: The main axis running north and south from the new Federal building, the secondary axis running east and west along the lake front, the determination of the exact position of the main axis was of the utmost importance, as the width of the Court of Honor or Mall depends upon the relation of this axis to the rest of the composition and the amount of land required, as well as the cost of its development. The main axis is approximately on a line with the center of Wood Street, the Mall to be east and west of this axis; on the south end of the Mall, and on the east of this axis, a building similar in character and size to the post office, which will balance the post office and give absolute symmetry at the head of the composition. The treatment of the other end of the axis has required much study. With ideal conditions, the commission would have preferred to carry out the popular idea of a park and playground, with an open esplanade where Summit Street is today, the county courthouse and the city hall balancing each other on the sites already



MAP OF THE BUSINESS SECTION OF CLEVELAND OHIO.
 Showing the territory included in the Group Plan scheme. The fourteen city blocks in black required for the Group Plan. The ten city blocks cross-sectioned required to control the development of property facing the Group Plan.

under condemnation; but the conditions are not ideal, and the ideal is not practical, for the reason that the railroad forms an insuperable obstacle, and the railroad cannot be removed. The future of Cleveland, its growth and prosperity, depends upon maintaining the railroad and in providing it with every legitimate opportunity to transact its business and to expand on parallel lines with the growth of the city. As long as the railroad remains on the lake front, no large park can be built on the reclaimed land and be made practical or artistic or a part of the rest of the scheme on the higher level. The railroad station is a building so large and important in its character, that it must seriously influence the composition if entirely or only partly within its limits. It is too important a building to be pushed one side, and should be placed in the center of the scheme and made architecturally one of the most beautiful and imposing features of the group plan. It will extend the business center towards the lake. If the railroad station can be made really a dignified and worthy monument, a beautiful vestibule to the town, it seems that it is a result worth achieving. The visitor then enters the city through a magnificent entrance into the most attractive section, and his first impression, which is usually the most lasting, will be favorable. The scheme should be attractive without depending too much on individual detail, and should not seriously interfere with any improved property of great value. The development of buildings on each side of this Court of Honor may be difficult to control, but the city, by its ordinance and the general interest in the matter, would cause the buildings to be developed on harmonious lines, so as to form a great vista and an imposing and ornamental architectural background. One or two mistakes on the part of selfish interest, which it may be difficult to control, would destroy much of the effect. It would seem of the greatest importance that the city should acquire all the land facing the Mall when purchasing the rest of the property needed for this improvement, and then should dispose of it under definite restrictions, so as to obtain perfect harmony in the development of the architecture. On the south end of the Mall, the post office and proposed library, symmetrically balancing each other; at the north end of the Mall, and on its axis, a monumental railroad station, the vestibule of the city; the Mall to be lined, if possible, with dignified and harmonious architecture, to join these two group of buildings. On each side of the Mall, next to the buildings and railroad, way is provided for the ordinary traffic approaching them. Two other avenues for the general traffic are provided, somewhat removed from the buildings and lined on either side by two rows of formal clipped trees, planted equidistant, with a sidewalk on the outer edge, and a gravel parking with seats and drinking fountain placed near the trees, the full length of the Mall. These virtually form a universal park where adults can rest



GROUP PLAN OF PUBLIC BUILDINGS OF THE CITY OF CLEVELAND.
 Birdseye View Looking South from Lake Erie. New Railroad Station in the Foreground.
 A, Library. B, Post-office. C, City Hall. D, Court House.

and children can play. The middle space between the inner row of trees is treated as a very simple parking, the center portion being depressed, forming a sunken garden, where statues and individual large trees alternate with each other. Flower-beds, fountains, and other accessories are introduced at various points. The fountain at the south end of the Mall is intended to be a monumental structure into which a play of water is introduced. This, with the two other monuments on the axis of the two main avenues, form subdivisions of the secondary court at the end of the Mall, and form an attractive foreground to the library and post office. The court itself is defined by the termination of the trees at this point, giving the effect of a big, open space, where flower parterres are introduced. This court, taken by itself, is a very important feature of the scheme, as it forms an immediate approach to two of the principal buildings of the group — the Federal post office and the proposed library at the north end of the Mall, and on the west and east axis of the county courthouse and city hall, the effect of an open square is obtained, with a rich treatment of gardens and an elaborate fountain. This feature, in connection with the approaches, terraces, and the steps leading to the buildings, is intended to give special character to that part of the plan without destroying its relation to the whole scheme. In a composition like this, uniformity of architecture is the first importance, and the highest type of beauty can only be assured by the use of one sort of architecture. It may not be remembered that the architectural value of these buildings does not alone lie in the immediate effect upon the beholder, but much more in the permanent influence on all buildings in that portion of the city. We believe that all the buildings erected by the city should have a distinguishing character, and there is no gain but a distinct loss in allowing the use of unrelated styles, or not any styles at all, in schools, fire, police, and other buildings. That it would be much better to hold the designing within certain lines for these buildings, and uniform architecture should be maintained for each function, which will make it recognizable at first glance.

The jumble of buildings that surround us in our new cities, contribute nothing valuable to life. On the contrary, it destroys our peacefulness, and destroys that repose within us which is the true basis of all contentment. Let the public, therefore, set an example of simplicity and uniformity, not necessarily producing monotony, but, on the contrary, resulting in beautiful designs, entirely harmonious with each other.

The city and county buildings cannot all be monumental, but they may have a distinguishing character that shall at once mark their purpose, and relate them to the main structures of the group. Only in this way, as is so clearly established by the records of centuries throughout the older cities of the world, can a great city also become a beautiful city.

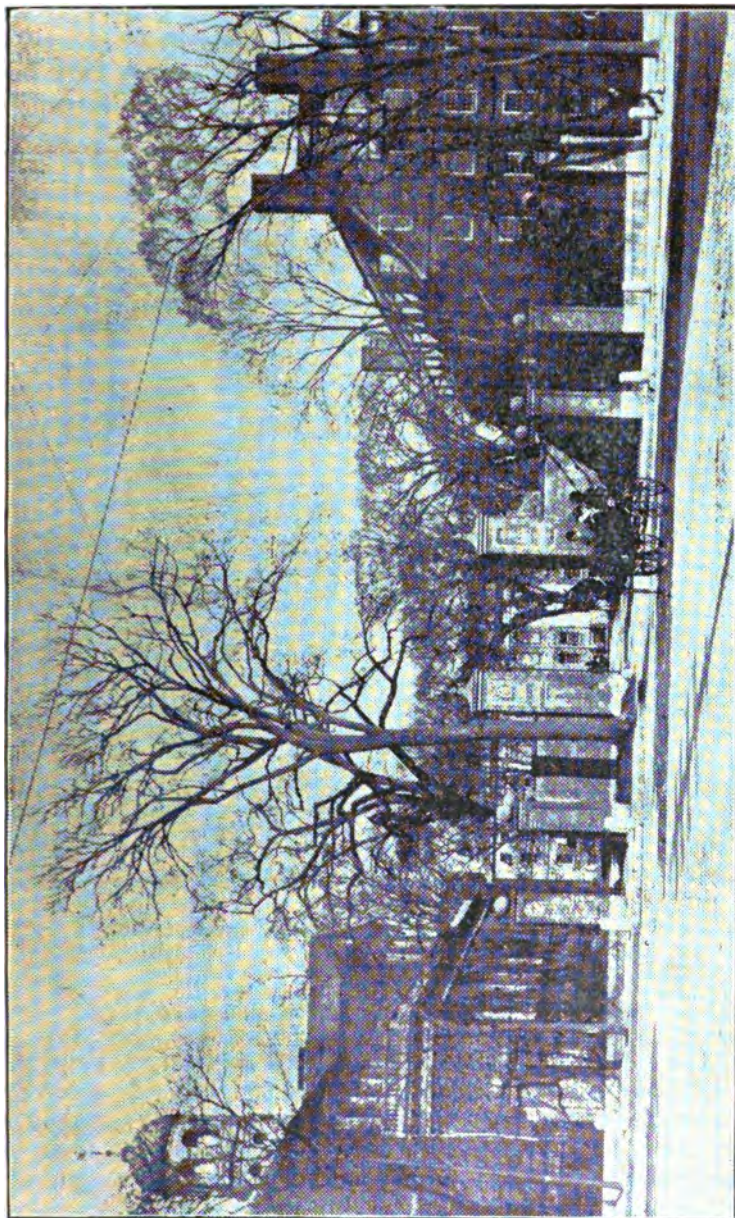
THE COLLEGE YARD — HARVARD UNIVERSITY.

BY ARTHUR A. SHURTLEFF.*

The taxpayer is often discouraged in looking to the Old World for examples of well grouped buildings or well planned cities. The majority of the imported designs which he is told to admire in photographs and plans are so bewilderingly elaborate and costly that except by the greatest reservations of the imagination he cannot reconcile them either to our own American needs or to our purses. He habitually pushes them aside, praising them, but mentally branding their advocates as visionary men who know little of American city requirements, and less of the difficulty of raising money in this longitude. Were it possible to present these photographs and plans to him shorn of all their unessential ornaments and reduced to a mere skeleton of building limits and axis lines, they could be interpreted then in terms of our own needs and money, and perhaps turned to immediate account. Evidently such an interpretation would be rendered still easier were it possible to study an actual group of buildings free from elaboration and adornment, either in themselves or their setting, and yet so admirably related to one another that the first principles of effective placing should be vindicated plainly in them without entanglement.

A hundred or two years ago, when the majority of public buildings in this country were simple architecturally, there was a general appreciation of the value of nestling related buildings near one another for their convenience and appearance. This appreciation was brought from the Old World with the colonies: It was a transplanting of one of the achievements of European civilization. When St. Augustine was settled, when Williamsburg was laid out, and when Washington was put on paper, everyone knew that however excellent a building might be in itself, it needed the visual support of all related buildings in order to appear at its best, and to give evidence of the practical service which it performed in the group. Money was spent as freely to accomplish these ends as to ensure lasting material and good workmanship in the structure of the building itself. These principles were not only understood, but they were carried out. In this regard Europe and America were one traditionally at this period. As the political separation between America and Europe widened, these traditions, among others, were lost to us. As time advanced new generations gave up the notion that buildings really related needed to be visually associated

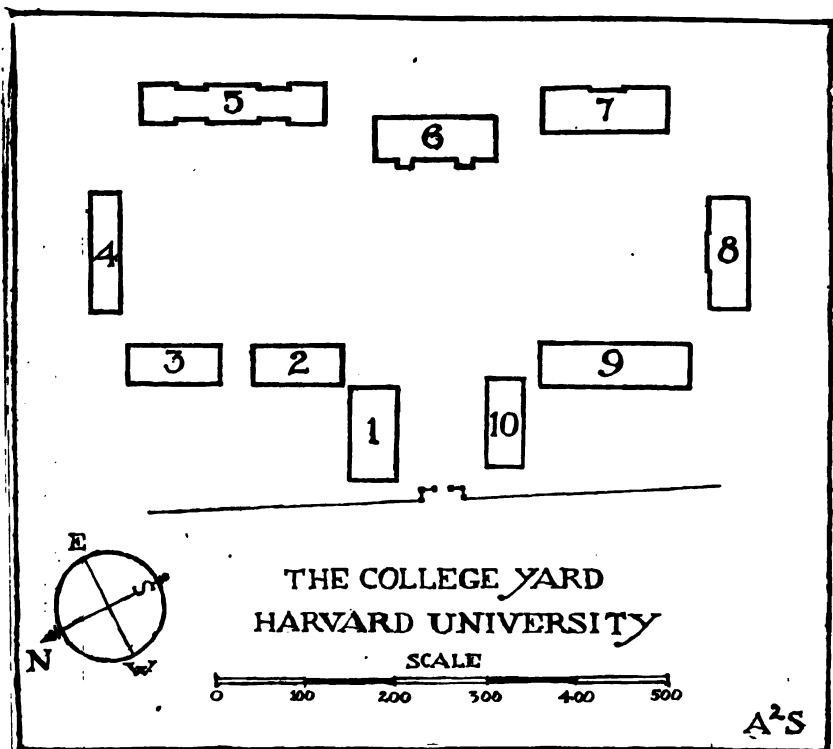
* Instructor in Landscape Architecture at Harvard University.



THE ENTRANCE TO THE COLLEGE YARD AT HARVARD.
View looking Southeast through the Main Gateway.

in an orderly and convenient array. We know well today what this sin of omission has done for us.

In attempting at last to correct this fault, we must return to the old traditions. This return may be accomplished in two ways: First, by a direct appreciation of those traditions as they have been splendidly elaborated in Europe, and second, by a similar appre-



KEY TO PLAN.

- | | |
|--------------------------------|------------------------------|
| 1 Harvard Hall. 1672 and 1765. | 6 University Hall. 1812. |
| 2 Hollis Hall. 1762. | 7 Weld Hall. 1872. |
| 3 Stoughton Hall. 1804. | 8 Gray's Hall. 1863. |
| 4 Holworthy Hall. 1812. | 9 Matthews Hall. 1872. |
| 5 Thayer Hall. 1870. | 10 Massachusetts Hall. 1719. |

ciation of the same traditions as they were arrested in their simplicity upon our own soil a century or more ago, and still stand preserved in more or less perfection. It is better for us, in many respects to draw our inspiration through the second course from our own landmarks. They are simple and they are comparable with the money which most of our cities can afford to spend to make a first start. Even though they may ultimately lead posterity to elaborations of detail as magnificent as those which bewilder us in

Europe, they assure us at once that a simple and right beginning will give immediate return in convenience and visual satisfaction. Moreover, the majority of these old transplanted designs are fundamentally good, and posterity is not likely to complain of us if we follow them.

Let us consider briefly one of these designs which was conceived in Cambridge, Mass., nearly two centuries ago, under English influence, for the grouping of the buildings of Harvard University. The group was finally completed, building by building,



THE COLLEGE YARD AT HARVARD, LOOKING SOUTHWEST.

about thirty years ago, in accordance with the old scheme, and constitutes the present College Yard. It is so admirable a unit that immediately the word Harvard is pronounced to one who has seen this quadrangle a strong and pleasing image of it comes to the mind. Without doubt the University owes a considerable share of its early success to the fact that among American Colleges her buildings, above all others, left upon beholders the most definite and most pleasing image for the mind to symbolize in this manner.

The accompanying plan and photographs of the College Yard represent this quadrangle as it stands today, after a lapse of over two hundred years, since the first building was erected upon its

borders. There is certainly nothing novel in the scheme upon which these buildings are grouped. Their placing was so much a matter of commonplace in the days before the Revolution that almost no documentary record was made of it. Nevertheless, the persistency with which the scheme was carried out quarter century after quarter century, indicates the important place it held in the minds of the upbuilders of the young university. This is the first lesson to be learned from this example — that a scheme was made at the outset and persistently followed.

The second lesson to be learned from this quadrangle concerns the position and architectural character of the chief building in the group — University Hall — (No. 6 on the plan), the administration building. It stands prominently opposite the axis of the main entrance. This prominence is further supported by the advanced position of the front line, together with the somewhat imposing design of the structure and the light color of the stone of which it is built. To maintain this distinction, the other structures are plainer in design and quieter in tone; in other words, there is no rivalry among the lesser buildings. The eye is attracted strongly by one building only, and that one stands on a critical line at a critical point, and performs a critical service in administering the functions of the other buildings. The other buildings support it practically in a manner comparable with the support which they give it visually.

The lesser buildings are so placed that the entire front of each one faces the quadrangle or its main approach — there is no blanketing of one façade by another — and at the angles of the yard overlapping of the building ends is also avoided. Adjacent buildings are sufficiently far apart to allow proper entrance for light and air, but these open spaces are not so wide as to endanger the visual bonding of building to building, or to waste valuable space. Taken as a whole, the group forms a quadrangle with its longer sides so related to the meridian that the sun reaches a maximum number of window surfaces during the day. The proportions of this open space are generally considered pleasing, inasmuch as it is neither so narrow as to appear like a street, nor so wide as to lose the dominance of one axis over another. The height of the buildings, which is nearly constant, seems agreeably related to the width of the yard. The surface of this quadrangle is essentially level.

No indication is given upon the plan of the positions of the elm trees which roof the yard, carrying the eave-lines of one rank of buildings across to the other by an arching canopy of foliage, but the photographs show their general distribution. These views also indicate the scheme of border and cross-cut paths which connect the buildings without seriously marring the general carpet of green-sward which forms the yard floor.

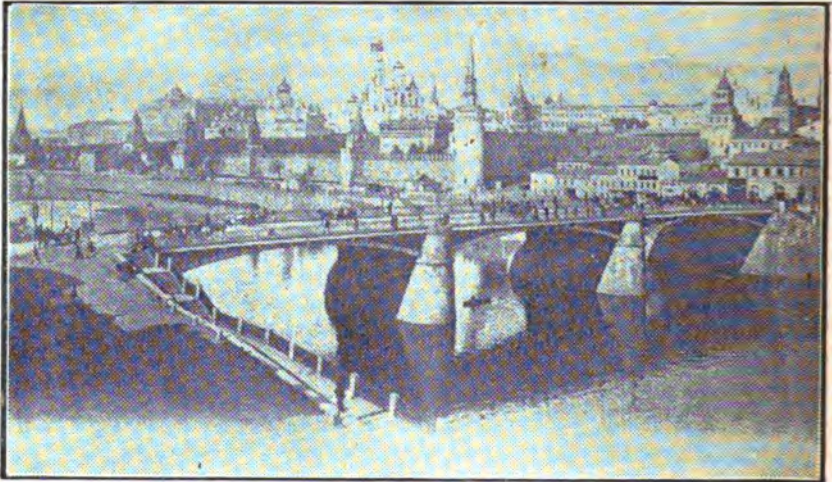
This plan is at least free of monuments, fountains, gazebos, statuary, parterres, and other details of elaboration which distract the eye of the American abroad or the American before the photograph album, leading him to overlook wholes in admiration of parts. Such details are often needed, but finally rather than at first in most instances. If the main scheme is right they may at last find happy places in it, but if the main scheme is wrong they cannot redeem it.

CIVIC CENTERS IN EUROPE.

BY MILO R. MALTBY.*

In preceding articles, a rapid survey has been made of Berlin, Paris, and Vienna — three of the leading capitals of Europe, which have a widespread reputation for civic art. In each case it was seen that the grouping of public buildings has thoroughly been considered and adopted as a basic principle. It was also pointed out that the beauty of each city was due largely to the effective grouping of structures, possibly more than to the artistic merit of the structures themselves.

It is important, therefore, at this point, to ascertain how gen-



KREMLIN — MOSCOW.

erally the civic center idea has been adopted and whether these three cities are isolated instances or merely those in which the idea has been given expression most effectively.

Let us begin in Russia with the two leading cities, St. Petersburg and Moscow. The Kremlin, Moscow, is to the Russian what Unter den Linden is to the German — the center of the political and religious life of the Empire. Situated in the center of the city, upon a prominence which makes it visible from every direction, and within immense walls which give it the appearance of a fortress, it contains the principal buildings of the city. The most important are the Grand Palace, the Senate, Arsenal, Museum of Armor, Petit

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Palais, Synode, and a number of churches, convents, and cathedrals. Here are buried many of the political and religious rulers of Russia, making a Russian Westminster Abbey. The churches are filled with historic relics and sacred icons. No Mecca could be more sacred, or more inspiring of patriotic fervor.

In St. Petersburg, the principal center lies upon the Neva. The Admiralty, with its towering spire and surrounding gardens, is the focus. Immediately to the east is the spacious Winter Palace — the Royal residence of the Czars. Further on is the *Ermitage*, containing that wonderful collection of art which has no superior in Europe. Upon the other sides of the spacious square, are the Imperial Archives, the Ministries of Foreign Affairs and Finance, the Administration Building, the residence of the governor of the city, and the Ministry of War. Upon the west are the Senate, Synode, Cathedral of Saint Isaac, and the Barracks. The artistic value of this center is below that of the Kremlin, but it proves that the builders of St. Petersburg perceived the wisdom of grouping. There are other creditable centers to which reference might be made. The smaller Russian cities have also progressed, as evidenced by Nijni-Novgorod, Helsingfors, Kiev, and Warsaw.

Now to Spain! Madrid, as St. Petersburg, is a king-made city. Even down to the middle of the eighteenth century, it was known as the dirtiest city in Europe. Under Philip II. its reconstruction was begun, and his successors have carried the work forward. There are two important centers about a mile apart, each bordering upon a large park. The focus of the one on the west is the imposing Royal Palace, and near by are the Armeria, with its world-renowned collection of arms and armor, the new Cathedral, Royal Theater, Senate, Ministry of the Marine, Royal Stables, and several other buildings of less importance. In the neighboring parks and open spaces there are numerous fountains, statues, and historic monuments. The eastern center is more elaborate, extending from the Southern Railway Station to the National Library and Museum, Mint, and Palace of Justice on the north. Between these two ends, connected by a spacious tree-lined Boulevard, are the National Museum of Painting and Sculpture, Ministry of War, Museum of Artillery, Royal Academy, Exchange, Spanish Bank, and a host of smaller buildings, not to mention the numerous works of art scattered about — making one of the most artistic centers in Europe.

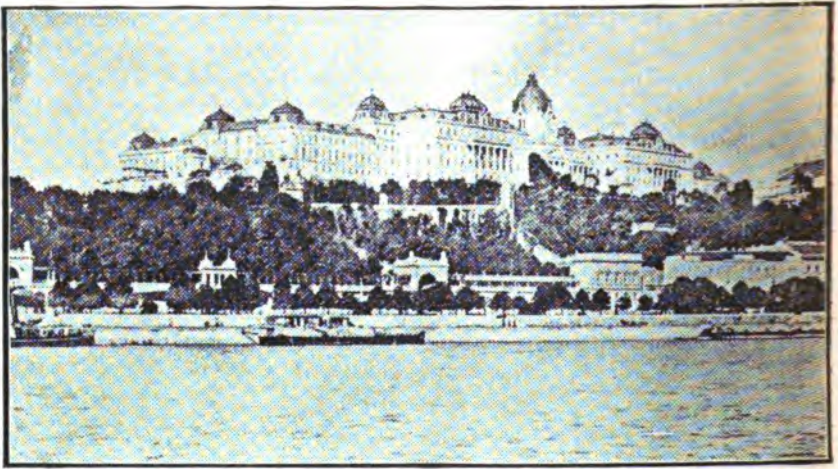
In Italy it is only necessary to recall the well-known Piazza of St. Mark, Venice, bounded by the Ducal Palace, the Church of St. Mark, the Library, and the Palaces of the Procuratie; the Piazza della Signoria, Florence, and the Piazza of St. Peter and the Quirinal and the Capitoline Mounts in Rome.

The French cities follow Paris, and the imitation is so close that one may say that as Paris has done, so has France. When

Paris takes snuff, the other cities sneeze. The towns which best illustrate the advantages of grouping are Nancy and Lille.

In the Netherland, there is the fine Grand' Place in Brussels, with its Gothic Hotel de Ville and Maison de Roi, directly opposite each other. Elbowing these and constituting the bounds of the square, there are the ancient guild halls, dating back to the sixteenth and seventeenth centuries, when the guilds, comparable to our trade unions, ruled the city with a vigorous hand. These halls have recently been restored, and to a considerable extent the Grand' Place looks the same as two centuries ago.

Of German cities, I have as yet mentioned but one, Berlin.



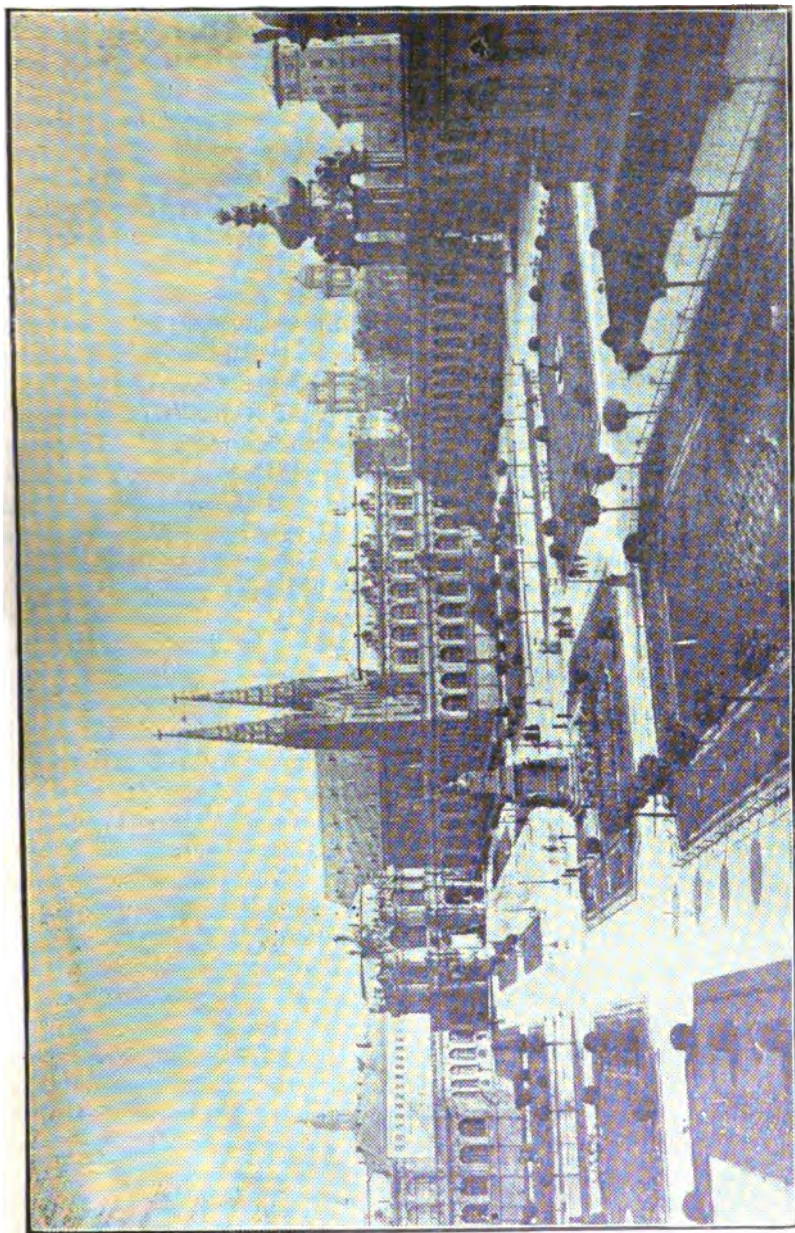
NEW ROYAL PALACE—BUDAPEST.

An Enormous Group, Containing a Multiplicity of Departments.

The reason is not that there are no others, for there are several of considerable importance. In Dresden, for example, the spacious Zwinger, with its several museums, gardens, monuments, and fountains, is a civic center in itself, but it is attended by the Royal Theater, the Court Church, the Royal Palace of the King of Saxony, the Princes Palace, Protestant Church, and Royal Stables. Bremen, Breslau, Hanover, Munich, Strassburg, and several others are equally worthy of extended notice. Stuttgart boasts of a group that rivals Berlin both in extent and artistic merit.

Crossing the channel to London, one finds, as he expects, less of orderly arrangement in the older towns, for it is the Englishman's weakness (doubtless his strength often) to cling to the past, to patch up, rather than to tear down and build anew. Still a center is gradually being perfected, extending from Trafalgar Square to Westminster Abbey and the Houses of Parliament. The Admiralty,

Princes Palace. Protestant Court Church.



Royal Palace. Frederick Augustus Monument. Zoological Museum. Mineral Museum. VIEW FROM ART MUSEUM, OF A PORTION OF THE ZWINGER, DRESDEN.

Treasury, Guild Hall, and Foreign, Colonial, India, and Home Offices have long occupied sites upon Whitehall. Buildings are now being erected for other government offices, and there is a definite plan to complete and extend this group, as structures are needed. There are several other changes in different parts of the city.

Birmingham has done more than any other provincial town. Upon an elevation, not far from the business center, about open spaces occupied by statues of noted men and women, there have been grouped the Town Hall, Library, Art Gallery, Museum, Council House, Post Office, Revenue Office, and several other buildings of an educational and semi-public nature.

The lesson from all these facts for every American city, is the need and wisdom of comprehensive planning upon broad lines and for decades to come. A little foresight *now* will yield large dividends in art and economy in the years *to come*. When Central Park was purchased, for a sum which seemed extravagant at that time, but pica-yune now, there were plenty of people to condemn the act. The city will never grow to reach this suburban park, they said. That was half a century ago, and now the city pays vastly more for one block upon the East Side for a small park or playground. New York is profiting by this experience. Must other cities follow in her footsteps, or will they see her mistakes and act in time?

WASHINGTON CITY.

By GLENN BROWN.*

Washington City has the distinction of being the first city planned, as it was in 1791, as the Capital of a Great Nation. Other capital cities have grown from villages to towns before expanding into cities. Thus dignified lines have been hampered by the original streets and the location of more or less important buildings.

Many cities, after the country which they represent has grown in power and wealth, have attempted to remedy at great expense this want of an original design. Paris is the most notable example; London, Berlin, and other cities have expended enormous sums in attempts to rectify their want of a harmonious original plan.

The grandeur of scale, as well as the character of the scheme which our forefathers approved, clearly indicated their confidence in the future prosperity of the United States.

The magnificence of the scheme was for fifty years a source of ridicule at home and abroad, while now it is a cause for congratulation, as it is acknowledged the best plan for a large city that has been devised.

L'Enfant secured the maps of all the principal cities of Europe before beginning his work, and in close consultation with George Washington made and revised his plan.

A reference to the maps of the various cities of Europe, as they appeared in 1700, proves that L'Enfant obtained from these maps only isolated suggestions for the treatment which he adopted.

The Paris of today suggests more forcibly than other cities some of the marked features of the Washington map. All of these features were introduced at great expense seventy-five years after the map of Washington was completed.

One of the first questions which presented itself to L'Enfant was the possible number of residents in such a city. London in his day had 800,000, and Paris 600,000 population.

These cities represented the capitals of the most powerful countries in the world at that period. With this data before him he fixed the area of the new city at about sixteen square miles. This would accommodate about 800,000 people, based on the population per square mile of Paris.

The boldness and foresight of these city makers may well surprise us, as the population of the United States at that date was 4,600,000.

* Secretary and Treasurer of the American Institute of Architects, Washington, D. C.

The next problem was the selection of sites for the principal buildings and monuments, and their location so as to enhance their effect and make them the crowning feature of the landscape.

The unique and distinctive feature of Washington, the numerous focal points of interest and beauty from which radiate the principal streets and avenues, was not suggested by any of the cities of Europe. Sir Christopher Wren, after the great fire in London, 1666, made a map for rebuilding the city of London, and in it, as far as I can find, is first indicated several points from which streets radiate, with a reciprocity of sight between the principal points of importance.

Although this London plan was never executed, the map was published in the various books on London, and was accessible to Washington and L'Enfant.

The radiating streets of the Capital City, apparently, must be attributed largely to George Washington, as he was familiar with Annapolis, laid out on a limited scale from Wren's map of London, and when a young surveyor, he laid out near Connellsville, Penn., a small town with radiating streets. The landscape work of the great French landscape architect Le Notre undoubtedly influenced L'Enfant in his suggested treatment of the Mall and Parks.

The design indicated a comprehensive study of the streets so arranged as to make effective distant vistas of the buildings, columns, fountains, and arches proposed, as well as to give the most direct access for business or pleasure; parks located so as to enhance the buildings and other art structures, and give opportunity for pleasing views upon near approach; the grouping of buildings along the Mall so as to produce harmonious and artistic effects as well as to serve best for utilitarian purposes. I beg leave to quote in relation to the Mall, from my History of the United States Capitol:

"The more the scheme laid out by Washington and L'Enfant is studied, the more forcibly it strikes one as the best. It is easy to imagine a vista, through green trees and over green sward 400 feet wide, beginning at the Capitol and ending at the Monument, a distance of nearly a mile and a half, bounded on both sides by parks 600 feet wide, laid out by a skilled landscape architect and adorned by the works of capable artists. Looking from the central open space across the park a continuous line of beautiful buildings was to have formed the background. They were not to have been deep enough to curtail the artistic or natural beauties of the park or to encroach upon the people's right to air space. By this time such an avenue of green would have acquired a world-wide reputation if it had been carried out by competent landscape architects, artists, and sculptors, consulting and working in harmony."

The radiating streets, with their central points of interest, were

laid out as designed, the Capitol and the White House were located on the sites selected for them. After Madison's administration the idea of the founders was apparently forgotten. The noble approach to the Capitol and the imposing vista planned through the Mall was ignored. Imposing monumental buildings, instead of being located as suggested for monumental effect and utilitarian results, have been built haphazard, here and there, with no suggestion of grouping or harmony and without artistic results. Vistas, one of the beauties of the original plan, have been destroyed and ignored.

During the convention held in Washington, December, 1900, the American Institute of Architects had for their principal topic of discussion the "Future Grouping of Government buildings and the Park Treatment of Washington City." Many of the bright men of the profession, after seven or eight months consideration, prepared papers on the subject, and all agreed that we should go back to the fundamental principle laid down by L'Enfant. At this meeting a committee was appointed to call the attention of Congress to the urgent need of a commission to formulate a scheme for the future grouping of Government buildings and the treatment of the parks, so as to be in harmony one with the other, and thus attain a grand artistic result as a whole. Senator McMillan, with a broad foresight of the necessity of such study and a keen appreciation of the fact that only the best men should be selected for such a commission, acted upon the suggestion of the Institute and appointed D. H. Burnham and F. L. Olmstead, Jr., giving them power to select a third man, who it was well known would be Mr. Charles F. McKim. In a short time after its organization the Commission added Mr. Augustus St. Gaudens to their number, so as to obtain his advice on sculptural matters. This was an ideal Commission—a Commission of education, experience, refinement, executive ability, all of whom had shown themselves by their executed work to be men of capacity and able to handle the broad subject which was submitted to them for study. A successful and artistic solution was never doubtful after it was placed in their hands.

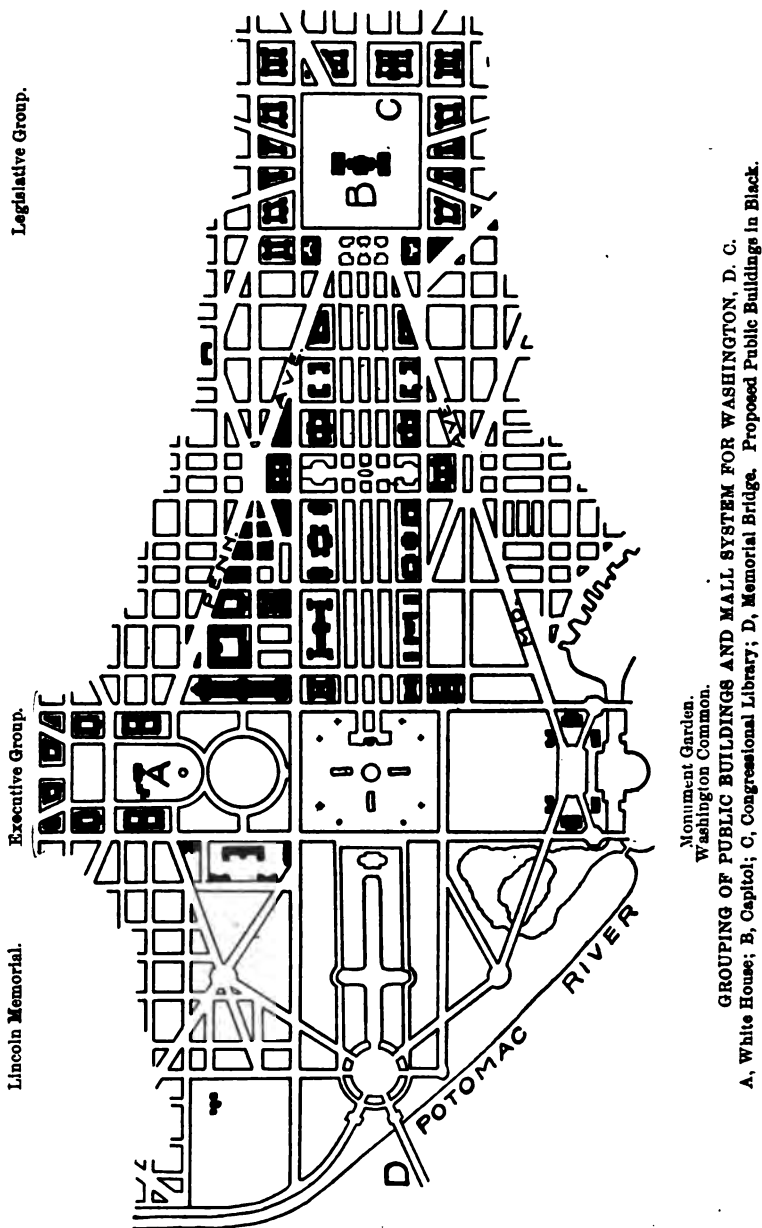
The Park Commission entered zealously upon their work as soon as they were appointed, and prosecuted the work with enthusiasm. The result is all that could have been expected, and our expectations were high.

The plan as presented re-establishes the importance of the principles of the L'Enfant map.

The growth of the city, the reclamation of the flats, and the additional park areas have given the Commission ample opportunity for original study and design so as to bring the whole in harmony with the original scheme.

The broad principles of the scheme consists in emphasizing

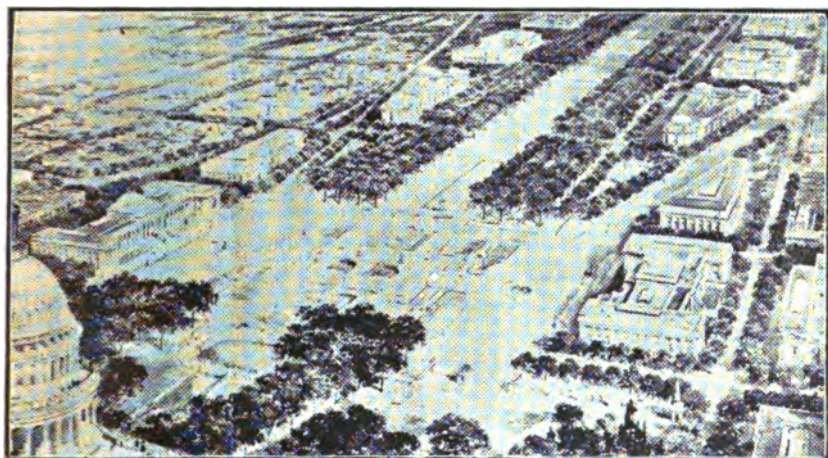
THE GROUPING OF PUBLIC BUILDINGS.



the principal points of interest: the Capitol, the Washington Monument, the White House, the Lincoln Memorial, and the Memorial to the Constitution makers. Around the Capitol Square are grouped buildings having direct relation to the Legislative Department; around the White House Square (Lafayette Square) are grouped buildings for officials of the various executive departments; museums and scientific departments are grouped north and south of the Mall, while on the south of Pennsylvania Avenue it is proposed to group municipal buildings and semi-public buildings.

The Monument is given a scale and dignity by a treatment of terraces, planting of elms and formal gardening.

The area between the Capitol and the Monument is treated in a



VIEW SHOWING THE PROPOSED TREATMENT OF UNION SQUARE, AT THE HEAD OF THE MALL, WASHINGTON, D. C.

formal manner, while north of the Monument it is treated as a forest.

The two models exhibited by the Park Commission, one showing the Mall as it is at the present day, and the other as they feel it should be treated and as Washington laid it out on his map, are graphic and interesting.

The first model brings to our attention how completely a good plan can be ruined by the want of proper sympathy and lack of knowledge of no doubt well-meaning and intelligent people. Each individual park and each individual building is located and laid out as if it was the only object to be considered, both buildings and parks are belittled, dignity and interest lost. This is to be wondered at when we remember the plan of L'Enfant was continuously in possession of the park makers and builders. The view from the

Monument to the Capitol is over a tangle of trees and past a jumble of buildings with no relation to each other, each marring the effect of the other. The trees in themselves are, of course, beautiful, but so planted that they cannot be enjoyed. Looking from the Capitol, in the foreground is the unsightly Botanic Gardens, and then the Pennsylvania Railroad Station, and again the tangle of trees, with no system in its design. This model also depicts very graphically the haphazard method of selecting sites for Government buildings, without any effort at unity or harmony of grouping, and the ruthless destruction of vistas, which was the fundamental, unique, and distinctive feature of the original plan. It is impossible to understand the ignoring of the simple and dignified grouping suggested on the L'Enfant plan or the destruction of the vistas. One example which may be seen in the Library of Congress, cutting off and belittling the Capitol; and another the War, State, and Navy building, obtruding past the White House. The destruction of park effects by inharmonious structures with their rear on the parks is well illustrated by the Army Medical Museum.

The prominence of the new City Post Office on Pennsylvania Avenue is brought forcibly to our attention on both models of the city, and the fact is noted that it is out of harmony with its present surroundings, and hopelessly incongruous in connection with those of the future.

The model of the Mall showing the suggested treatment of grouping of future buildings is a great object lesson, demonstrating what may be accomplished by simplicity, dignity, and a similarity of treatment in and a simple grouping of classic structures, emphasizing the points of interest, not belittling them by an attempt to make prominent each individual structure, but so locating and designing the main features, the Capitol, the Monument, the Lincoln Memorial, the Executive Mansion, and the Memorial to the Constitution makers, as to make all landscape and buildings lead up to these structures and make them dominate the system.

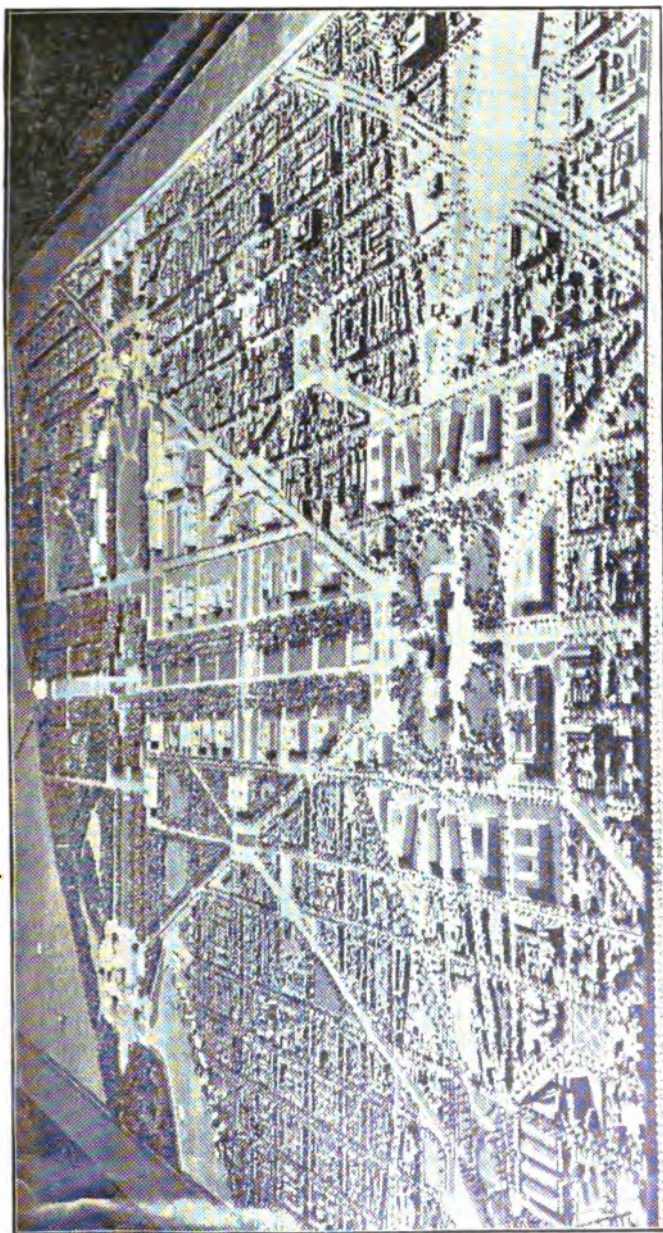
Since the report of the Park Commission was presented, the following buildings have been authorized by Congress to be located in conformity with the plan: The Union Station, the Office Building for the House of Representatives, the Office Building for the United States Senate, the Building for the Department of Agriculture, the Building for the National Museum, the Municipal Building, and the Hall of Record. The George Washington University and the Daughters of the Revolution have also adopted designs for their new buildings which are in conformity with the plan.

This shows a very satisfactory progress, but it is felt that Congress should approve the plan as a system, and not run the risk of having some building erected or some park treated in such a way as to endanger or ruin the future beauty of the whole scheme.

Executive Group.

Lincoln Memorial.

Washington Common.



Legislature Group of Buildings.

Union Station.

MODEL OF THE MALL AT WASHINGTON, D. C., SHOWING TREATMENT PROPOSED.

LOOKING WEST.

HARTFORD PRESS :
THE CASE, LOCKWOOD & BRAINARD COMPANY.
1904.

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BULLETIN No. 3

**WHY LAUREL STREET
SHOULD NOT BE EXTENDED
THROUGH POPE PARK**

A PROTEST
TO THE
BOARD OF STREET COMMISSIONERS
JUNE 15, 1905



ORGANIZED 1904

**HARTFORD, CONN.
PUBLISHED BY THE SOCIETY
1905**

M. T.

MST&EX

• PRESS OF
THE CASE, LOCKWOOD & BRAINARD COMPANY
1905



Map of section of Hartford of which Pope Park forms the center, show Pope Park, with radii running to City Hall, Railroad Station, a



ing suggested plan for layout of streets and development of land south of the
 d to Fire Engine Houses on Sisson Avenue and Affleck Street.

WHY LAUREL STREET SHOULD NOT BE EXTENDED THROUGH POPE PARK.

I.

THE PARKS AND WHAT THEY MEAN TO US.

In these days, when so much is heard of the doctrine that the great natural resources of the country should belong not to individuals but to the public, it seems almost inconceivable that any man can look upon the Hartford Park System otherwise than as a saving to the public of some part of the natural advantages and beauties of the country-side, now so fast disappearing under miles of streets and houses.

The parks are the poor man's landed estate.

Men of wealth can have their land and their country places; they may walk in parks from which the poor man is excluded. Without the parks the poor man must breathe his air and have his recreation on the doorstep or on the street.

A wise provision of a generation that is passed, or passing, has set apart in convenient areas throughout the city certain wide stretches of open land for the use of poor and rich alike forever. It seems almost a right inherent in every man to have a place where he can see and walk upon the green grass and breathe to the utmost the free air untainted by the street smells, and away from the smoke and dirt and hurry of city life. It seems as if our children were born with the right to play in the open, and to learn the lesson of out-of-doors as well as the lesson to be learned from the printed book. If these things are of value to us, if they are valuable enough to be fought for, then our parks, which give them to us without cost, are worth fighting for and defending against every aggression of private greed or public misconception.

II.

WHAT POPE PARK MEANS TO THE CITY IN GENERAL AND TO ITS OWN LOCALITY IN PARTICULAR.

We cannot today fully appreciate the value of Pope Park, as it is not located in a thickly settled district, but it should be remembered that **Pope Park is no more on the outskirts of the city today**

than was Bushnell Park when established in 1854. During the next half century the section of the city having Pope Park for a center will play just as important a part in the life and development of Hartford as has the land south and west of Bushnell Park during the past fifty years. Already it is in close proximity to many large factories, and present tendencies point unmistakably to this as the center of the new and greater factory district.

Just as Bushnell Park is one of Hartford's chief treasures, and has increased the value of real estate throughout the city, as well as making it a more desirable place to live in, so Pope Park will become more and more valuable as an asset, and will be more and more appreciated.

But is not Pope Park already appreciated by many of our citizens? We quote from the newspaper account of the opening of the out-of-door gymnasium on Monday evening, June 5th: "The 1905 season opens auspiciously, and it is expected that the gymnasium will be even more popular than in 1904, when between 22,000 and 23,000 people visited the place during June, July, and August." Are not the interests of these and the thousands of others who enjoy and are benefited by the park to be considered rather than the wishes of a few interested land-owners, who would ruthlessly destroy this public heritage? One of them has taken upon himself the responsibility of saying that "if it became a question between the two the people of that section of the city would sooner have the highway than the park."

III.

THE EFFECT UPON POPE PARK OF EXTENDING LAUREL STREET THROUGH IT.

Pope Park is primarily the poor man's park. Every other large park in Hartford has carriage-ways. In Pope Park they were intentionally omitted, it being the purpose of the designers to have one large park devoted to the convenience and pleasure of **those who do not own carriages or automobiles.** If Keney Park is for driving, then let Pope Park be for those who do not drive.

The glory of Pope Park and the feature which makes it unique in our park system is the beautiful sweep of rolling meadow with the little valley and pond in the center. **Cut a highway through this meadow and the natural beauty is gone.** All that would be left would be a small park on each side of Laurel Street.

A striking example of the effect of a highway intersecting a park is shown in Pope Park itself. Park Street, running east and west, cuts Pope Park in two, and makes the section north of this

highway absolutely distinct from that on the south. Cut the southern section in two by an extension of Laurel Street, and three loosely connected and insignificant parks will be the result. The labor and expense of years will be lost, and Hartford will commit an act of discourtesy to and breach of faith with the donor that will ever be a blot upon the fair name of our city.

IV.

WHAT ARE THE ALLEGED ADVANTAGES TO BE DERIVED FROM THE EXTENSION OF LAUREL STREET WHICH ARE CLAIMED TO COMPENSATE FOR THE DESTRUCTION OF THE PARK?

(a.) The "Bottled Up" Argument.

It is claimed by those owning property south of the park that their land is "bottled up," that the park cuts them off from the factory district, from the center of the city, from the schools, from the railroad station, from proper fire protection and trolley connections, and that the only way to uncork the bottle is to extend Laurel Street through Pope Park.

A glance at the accompanying plan shows that **direct lines from the center of this district**, at the corner of Bonner and South Laurel streets, to the City Hall and the retail shopping district, to the High School, to the Railroad Station, to the two fire houses on Sisson Avenue and Affleck Street which respond to a call from this district, **do not any of them pass through Pope Park.**

It may be assumed that those wishing to reach the factory district on Capitol Avenue do not ride in carriages, but go afoot or awheel. These can reach their destination by crossing the park by means of convenient paths, and a parkway, just as well as by an unsightly highway. It may also be assumed that, except in stormy weather, few would go to the shops by the trolley cars, and for those who do a more convenient trolley line could be constructed to the west of Pope Park which would pass all the factories, whether located on Bartholomew Street, Laurel Street, or Capitol Avenue. For those desiring to reach the retail district, a trolley line passing east of the park would be shorter, more direct, and fully as convenient.

(b.) That it would make more available and so would increase the value of the land south of the park.

Are a few acres of private property to be benefited at the expense of the whole city? On its face the scheme for a highway through Pope Park is an attempt to obtain the unearned increment by increasing the value at the expense of the public.

Are the owners of the land south of the park ready to bear the entire cost of the proposed highway? In accordance with the principle that **where lands are specially benefited they should be specially assessed**, the entire cost of the highway, if laid out, should be assessed upon the land south of the park, for this is the only section which could possibly be benefited, while the rest of the city would unquestionably be damaged.

By some it is claimed that the territory south of Pope Park is the only section in Hartford convenient to the factories where the mechanic and the workingman "can own a bit of land all his own." If this is true the increase in value of the land, which the present land-owners claim will result from the highway, will so increase the cost that the mechanic and the workingman will not be able to own his home even in this section.

(c.) **Pope Park was laid out across what seems to be the direct connection between Laurel Street and South Laurel Street, and the proposed highway, by connecting the two, would complete what was originally intended to be the layout of Laurel Street.**

The fact that Laurel Street was laid out before Pope Park, and that when the park was accepted by the city no right of establishing highways through it was reserved, should be a sufficient answer to this argument. After the park has been planned by the greatest American landscape architects, the Olmsteads, after many thousands of dollars have been spent to carry out these plans, after beautiful results have been obtained, which will become more beautiful year by year, all right to complete a supposed original layout of Laurel Street, discarded when the park was established, would seem to have been forfeited.

Let the city keep faith with Colonel Pope by macadamizing and laying sidewalks along Park Terrace to the east of Pope Park, and the supposed necessity for a highway through the park will vanish.

V.

HAVING ONCE ESTABLISHED OUR PARKS AND PUBLIC SQUARES WE SHOULD PERMIT NO ENCROACHMENTS UPON THEM.

Hartford has already suffered by encroachments on its public lands. City Hall Square was at one time several times larger than it is now; Fort Hill Square has entirely disappeared; the Grove Street slip has all but vanished. **It is only by eternal vigilance that public property is prevented from being turned to private account.**

There are always persons in every community who cannot see the benefit of leaving open spaces alone, but are forever proposing

schemes by which the ground can be put to what appeals to them to be a practical use. Hartford is no exception. We quote from a recent article in a Lynn newspaper:

“The city of Lynn is not the only municipality having a number of citizens who dislike seeing a beauty spot given over to the ornamentation of the city and the delight of the people, without being animated with a desire to put it to some practical use. A few years ago Boston felt the presence of such a class of men within her borders, but she arose in her might and defeated a scheme to give over a part of her magnificent Common to a roadway. The great city of New York, in which every inch of available space is of great commercial value, is now feeling the effect of an attack on Central Park, the magnificent breathing place of thousands of her people and the magnet that attracts the thousands of visitors who enter the great city. In resisting the efforts of this class of citizens, who would turn the park to the pursuits of commerce on the plea that more room is needed in Fifth Avenue, the New York ‘Sun’ has the following to say editorially: ‘It is a curious fact, borne out by history, that any scheme, no matter how preposterous, to destroy the beauty of Central Park or to curtail its usefulness as a place of rest and recreation, can always find the backing of respectable names. This has been true from the acceptance of the plans to lay the park out; and it is true today when the project is to take down the Fifth Avenue wall and lay out a wide boulevard on a part of the public domain. Men of distinction in civil life, men of wealth and standing in the business community, men of mark in many callings, can always be found on the side of the vandals. An open space in a crowded city where real estate values are so enormous has a queer effect on certain minds. They cannot for the lives of them see the benefit of letting so much precious land go to waste, and they are forever thinking out schemes by which the ground can be put to practical use. They are a thousand times more dangerous to the park system than the ignorant public official or the scheming politician. Their word is apt to carry greater weight with the community at large, because they are beyond the suspicion of political interest.’ The ‘Sun,’ in concluding its argument, said: ‘What this town needs more than anything else is a Permanent Committee on Letting the Parks Alone. Its functions should be to fight tooth and nail any and every encroachment of any nature whatsoever upon the breathing spots of the city.’”

We are trustees of Pope Park for the generations yet unborn
Let us keep the trust fund intact!

COMMITTEE ON PARKS, THOROUGH-
FARES, AND PLAYGROUNDS,

By LOUIS R. CHENEY,

Chairman.

COMMITTEE ON THE CITY PLAN,

By GEORGE A. PARKER,

Chairman.

HARTFORD, June 15, 1905.

190:
★ Conn. State library

PUBLICATIONS OF
THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT

BULLETIN No. 4

181373

PROCEEDINGS
OF
THE ANNUAL MEETING
OCTOBER 17, 1905

SOME MUNICIPAL PROBLEMS

MAYOR WILLIAM F. HENNEY
HARTFORD, CONN.



ORGANIZED 1904

HARTFORD, CONN.
PUBLISHED BY THE SOCIETY
1906

181978

NOTE.

Bulletin No. 4 of The Municipal Art Society of Hartford contains a list of the officers elected at the annual meeting, October 17, 1905, the names of those appointed to serve upon the several standing committees, a supplemental list of members, a selection from the proceedings of the annual meeting, and an address by Mayor Henney upon "Some Municipal Problems." — *Publication Committee.*

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THE MUNICIPAL ART SOCIETY OF HARTFORD.

OFFICERS, 1905-1906.

President.

CHARLES A. GOODWIN.

First Vice-President.

MRS. APPLETON R. HILLIER.

Second Vice-President.

PATRICK GAUVAN.

Third Vice-President.

CHARLES WELLES GROSS.

Treasurer.

ROBERT C. GLAZIER.

Secretary.

WALTER S. SCHUTZ.

Librarian.

GEORGE S. GODARD.

DIRECTORS.

The officers, the Chairmen of the Standing Committees, and the following:

MRS. MARY BATTERSON BEACH,
MRS. M. TOSCAN BENNETT,
MORGAN G. BULKELEY,
LOUIS R. CHENEY,
WILLIAM H. CORBIN,
MRS. JOHN O. ENDERS,
ALBERT ENTRESS,
CHARLES NOEL FLAGG,

FREDERICK L. FORD,
CHARLES E. GROSS,
FRANK A. HAGARTY,
WILLIAM F. HENNEY,
JOHN B. LUNGER,
FLAVEL S. LUTHER,
MISS ANNIE E. TRUMBULL.

STANDING COMMITTEES.

Committee on Baths and Houses of Comfort.

JOHN GUNSHANAN, *Chairman.*

CHARLES R. GREEN,
MISS MARY G. JONES,
REV. J. J. MCCOOK,

JOSEPH MERRITT,
DR. EDWARD K. ROOT.

Committee on the City Plan.

GEORGE A. PARKER, *Chairman.*

HENRY R. BUCK,
F. SPENCER GOODWIN,

EDWARD T. HAPGOOD,
WILLIAM H. HONISS.

Committee on Civic Centers and Public Buildings.

CHARLES NOEL FLAGG, *Chairman.*

MRS. MARY BATTERSON BEACH,
FREDERICK S. BLISS,
ALBERT S. COOK,
ALBERT ENTRESS,

MRS. APPLETON R. HILLIER,
JOHN B. LUNGER,
GEORGE S. TALCOTT.

Committee on Exhibitions and Competitions.

MRS. WALTER L. GOODWIN, *Chairman.*

MISS JEANETTE GOODWIN,
FRANCIS PARSONS,

MRS. A. A. WELCH.

Finance Committee.

ALBERT ENTRESS,

HOSMER P. REDFIELD.

Committee on Law.

EDWARD J. GARVAN, *Chairman.*

JOHN H. BUCK,
L. P. WALDO MARVIN,

MORRIS OLDER,
JOSEPH P. TUTTLE.

Committee on Legislation.

HARRISON B. FREEMAN, JR., *Chairman.*

M. TOSCAN BENNETT,
JOSEPH BUTTS,
WILLIAM H. CORBIN,
FRANK P. FURLONG,

JOHN M. NEY,
WALTER S. SCHUTZ,
FRANK C. SUMNER,
ARCHIBALD A. WELCH.

Committee on Membership.

MISS LOUISA B. HAAS, *Chairman (deceased).*

MORGAN B. BRAINARD,
ROBERT C. GLAZIER,

CHRISTOPHER JOHNSTONE,
MRS. A. A. WELCH.

Committee on Parks, Thoroughfares, and Play Grounds.

EDWIN KNOX MITCHELL, *Chairman.*

MISS MARY BULEKLEY,
MRS. JOHN L. BUNCE,
MRS. JACOB H. GREENE,
WALTER S. SCHUTZ,

WILLIS I. TWITCHELL,
ALBERT L. WASHBURN,
THOMAS S. WEAVER,
ANDREW J. WELCH.

Committee on Permanent Work.

FREDERICK D. FORD, *Chairman.*

MISS MARY CLARK,
WILLIAM H. CORBIN,
MRS. A. MERWIN GRAY,

MRS. JOHN M. HOLCOMBE,
REV. FLAVEL S. LUTHER,
MRS. L. F. ROBINSON.

Committee on Printing and Publications.

GEORGE S. GODARD, *Chairman.*

FRANK B. GAY,
CURTIS H. MOYER,

WILLIAM H. SMITH,
WILLIS I. TWITCHELL.

Committee on Street Fixtures and Advertising Signs.

EDWARD L. SMITH, *Chairman.*

WALTER H. CLARK,
ERNEST A. WELLS,

ALBION B. WILSON.

Press Committee.

FRED E. DAYTON, *Chairman.*

JOHN R. CAMPBELL,
HORACE B. CLARK,
THOMAS F. DIGNUM,

EDWARD R. DOYLE,
THOMAS JEFFERSON KELLEY,
THOMAS DUDLEY WELLS.

MEMBERSHIP.

Life Members.

NORMAND F. ALLEN,
 RAPHAEL BALLERSTEIN,
 MRS. RAPHAEL BALLERSTEIN,
 MRS. MARY B. BEACH,
 MRS. MARY B. BRAINARD,
 MORGAN G. BULKELEY,
 MRS. MORGAN G. BULKELEY,
 RICHARD O. CHENEY,

MRS. RICHARD O. CHENEY,
 ALBERT ENTRESS,
 MRS. APPLETON R. HILLYER,
 ALFRED A. POPE,
 MISS ELIZABETH S. STEDMAN,
 MISS MABEL C. TULLER,
 ANDREW J. WELCH.

Deceased.

MRS. SAMUEL COLT.
 MISS LOUISA B. HAAS.

Annual Members.

The following names were omitted from Bulletin No. 1 through error:

GEORGE H. GILMAN,	149 Lafayette Street.
APPLETON R. HILLYER,	91 Elm Street.
MRS. JOHN B. LUNGER,	9 So. Highland Street.

The following new members have been added during the year:

ADLER, MRS. C. H.,	424 Washington Street.
Allen, Normand F.,	520 Farmington Avenue.

BARNEY, D. NEWTON,	Farmington, Conn.
BARTON, MATTHEW H.,	650 Main Street.
BEACH, MRS. ELIZABETH H. J.,	104 Main Street.
BLUMENTHAL, I. R.,	106 Ann Street.
Brainard, Mrs. Mary B.,	135 Washington Street.
BUNCE, WILLIAM GEDNEY,	904 Main Street.
BUNCE, DR. PHILIP D.,	98 High Street.

CHAPMAN, SILAS, JR.,	123 Trumbull Street.
CLARK, HORACE B.,	64 State Street.

DANFORTH, MISS E.,	67 Buckingham Street.
DAVIS, JOSIAH H. K.,	3 Park Terrace.
DAY, GEORGE H.,	78 Wethersfield Avenue.
DAYTON, FRED E.,	202 High Street.
DENNIS, MISS BERTHA P.,	98 Washington Street.

FOLTS, GEORGE H.,	36 Pearl Street,
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GOODWIN, MRS. JAMES J.,	83 Woodland Street.
GRAVES, MRS. MILES W.,	638 Asylum Avenue.
GREENBERG, MRS. LEON,	13 Wethersfield Avenue.

HASS, WILLIAM P.,	P. O. Box 720.
HANSELL, MISS CAROLINE,	73 Forest Street.
HEUBLEIN, LOUIS F.,	Hotel Heublein.
HYDE, ALVAN WALDO,	2 Central Row.

LANDERS, GEORGE M.,	New Britain, Conn.
LEVY, MISS PAULINE EMMA,	96 Main Street.
LEWIS, MISS MARY B.,	312 Farmington Avenue.
LYON, MRS. BERNARD,	14 Shultas Place.

MEBETT, JOSEPH,
 MIDDLEBROOK, L. F.,
 MILLIGAN, EDWARD,
 MIX, CLIFFORD C.,
 PARDEE, MISS SARAH N.,
 PARKER, FRANCIS H.,
 PAULISON, MRS. J. C.,
 PEASE, MRS. CHARLES A.,
 PECK, ERMON M.,
Pope, Alfred A.,

ROYCE, PHILANDER C.,

SMITH, H. HILLIARD,

TUCKER, JAMES E.,

VEEDER, CURTIS H.,

WARNER, EDWARD H.,
 WELLS, DR. ERNEST A.,
 WHITMORE, WILLIAM F.,
 WICKHAM, CLARENCE H.,
 WILLIAMS, DR. ALLEN H.,
 WILLIAMS, HARRY R.,
 WILSON, ALBION B.,

315 Pearl Street.
 650 Main Street.
 783 Main Street.
 36 Pearl Street.
 132 Washington Street.
 902 Main Street.
 West Hartford, Conn.
 369 Laurel Street.
 800 Main Street.
 Farmington, Conn.

801 Asylum Avenue.

36 Pearl Street.

6 Myrtle Street.

40 Willard Street.

637 Albany Avenue.
 693 Albany Avenue.
 424 Asylum Street.
 P. O. Box 645.
 772 Asylum Avenue.
 836 Prospect Avenue.
 11 Central Row.

PROCEEDINGS.

FIRST ANNUAL MEETING OF THE MUNICIPAL ART SOCIETY OF HARTFORD, CONN.

The first annual meeting of The Municipal Art Society of Hartford was held in the annex of the Wadsworth Athenæum on Tuesday evening, October 17, 1905, at 8 o'clock. The following are selections from the reports of the evening.

PRESIDENT'S ADDRESS.

CHARLES NOEL FLAGG.

Ladies and Gentlemen:

This meeting, as you have been informed in the call, is held for the election of directors, the hearing of reports, etc., also to act upon the subject for a needed amendment to our constitution, and incidentally that we may formally celebrate the birthday of the now one year old Municipal Art Society of Hartford. Upon such an occasion the first question which will presumably present itself in the minds of its members is — what has been accomplished during the first year of the Society's existence? The answer can best be made through the reports which will be submitted by the officers of the Society and chairmen of Standing Committees this evening.

Not to anticipate these reports, or prolong the meeting, I will state as briefly as I can something of what we have done, and of what we have endeavored to do, and something of what, in my opinion, we should hope to do.

We have since organization published three bulletins.

Bulletin No. 1 contains list of officers, directors, standing committees, Constitution, By-laws, and list of members, also two addresses entitled, "What is a Municipal Art Society?"

Bulletin No. 2 contains a series of articles upon "The Grouping of Public Buildings."

The first article was written by Mr. Frederick L. Ford, one of our vice-presidents. The other articles, gathered and compiled at considerable expense and trouble by Mr. Ford, were written by J. G. Phelps Stokes and Milo R. Maltbie, both of New York, and Charles M. Robinson of Rochester, George A. Parker — our Mr. Parker —

Guy Kirkham of Springfield, Mass., Arthur A. Shurtleff, Boston, and Glen Brown, Washington, D. C., respectively.

These articles had previously been published in certain leading Connecticut papers, and attracted so much attention to the importance of grouping public buildings properly, as to cause the initiatory action which resulted in the formation of this Society.

Our publication of Bulletin No. 2 was promptly seconded by the sympathetic action of other of our civic organizations, so that together we were enabled to bring a strong influence to bear against the inappropriate placing of a State building, — I refer to the at one time proposed "Main Street Armory." This movement of allied societies accomplished its object, and incidentally aided in the acquirement of some additional acres of Capitol grounds. Whether the State Armory will or will not be placed upon this addition is a question with which we have no concern further than that contained in the wish, which I believe is common, that the next Legislature may be advised, through the new commission, as to the best site, and that it will be one where a properly constructed building will not mar, but add to the beauty of our city.

Bulletin No. 3, entitled "Why Laurel street should not be extended through Pope Park. A protest to the Board of Street Commissioners, June 15, 1905."

It is signed by Mr. Louis R. Cheney, chairman of our Committee on Parks, Thoroughfares, and Playgrounds, and by Mr. George A. Parker, chairman of our Committee on the City Plan.

If, in spite of the protest, as set forth in Bulletin No. 3, and, if as voted by the Board of Street Commissioners October 4th, the proposed extension of Laurel street is effected, a great wrong will have been committed, a wrong which will be emphasized for all time, by the fact that the subject had been deliberately considered and therefore acted upon with the knowledge that, and under the advisement that its consummation would rob all our citizens and especially the poorer citizens of one of their best possessions, for, as it is pertinently put in Bulletin No. 3, "The parks are the poor man's landed estate."

This Society during the first year of its life has, by the importance of work accomplished, more than justified its right to existence, but in order to continue the work so well begun, it has seemed to the directors that it will be necessary to remodel the personnel of some of our committees; and, in this connection, I would suggest that any member of the Society who feels interested to the extent of being willing to work on any one of the committees, should notify the president so that the opportunity of gaining another worker may not be lost to the Society.

Perhaps, in our endeavor to accomplish something for the city, which really means accomplishing something for ourselves, it would be well for us to bear in mind that, although suggestions may be in order at times, they are easily made and often made too hastily, and that our best work can be done by using such influence as we can bring to bear to back the city's officers when they undertake any work which we know will add, either by the preservation of that which we have, which is good, or by the creation of something better, to the attractiveness of this our already beautiful city.

SECRETARY'S REPORT TO THE ANNUAL MEETING OF THE MUNICIPAL ART SOCIETY.

HARTFORD, October 17, 1905.

In accordance with the provisions of Article VIII of the Constitution, the secretary begs leave to submit his annual report.

The permanent organization of the Society was effected at a largely attended meeting held on Tuesday evening, October 18, 1904, in the picture galleries of the Wadsworth Atheneum. His Honor, Mayor Henney, presided by request of the officers.

The following were chosen directors for the first year:

Morgan G. Bulkeley, Louis R. Cheney, Albert Entress, Edward J. Garvan, William F. Henney, Flavel S. Luther, George Keller, Henry C. White, Charles Noel Flagg, George S. Godard, Frederick L. Ford, Charles A. Goodwin, Walter S. Schutz, Mrs. Appleton R. Hillyer, Mrs. John M. Holcombe, Mrs. M. Toscan Bennett, Mrs. Walter L. Goodwin, and Miss Annie E. Trumbull.

The membership at the time of permanent organization numbered 374, of whom eight were life members; before the publication of Bulletin No. 1, the membership had increased to 397 annual and eleven life members.

During the year death has taken from us two noble women and one splendid man, whom we were especially proud to number among our Charter members: Mary A. Bushnell, widow of Rev. Dr. Horace Bushnell, who forged the first link in our magnificent park system; Elizabeth Hart Jarvis Colt, by whose generous gift the last link in the chain will be completed; and Col. Charles A. Jewell, largely through whose efforts the splendid Young Men's Christian Association building was erected, which forms a prominent part in the "Grouping of Public Buildings" about "Bushnell Park."

Fourteen members have been lost by resignation and removal from the city, while nine new members have been added, namely: Normand F. Allen, I. R. Blumenthal, Mrs. Mary B. Brainard, George H. Gilman, Louis F. Heublein, A. R. Hillyer, George M.

Sanders, Mrs. John B. Lunger, and P. C. Royce, of whom two, Norman F. Allen and Mrs. Mary B. Brainard, joined as life members. Furthermore two who were annual members, Mrs. Raphael Ballerstein and Mrs. Morgan G. Bulkeley, have become life members, so fourteen are life members.

Since the last annual meeting the directors, in addition to the four regular meetings provided by the Constitution, have held five special meetings. The principal matters considered by the Board were:

(a) THE PRESERVATION AND RESTORATION OF THE CITY HALL.

Through the discovery by Mr. Bates, the Librarian of the Connecticut Historical Society, of a letter from John Trumbull to Oliver Wolcott, dated September 30, 1792, it was established that the old State House was unquestionably built from plans by the famous colonial architect, Charles Bulfinch. The following vote was passed at the meeting held November 1, 1904:

Voted, That the subject of the preservation and restoration of the City Hall be referred to the Committee on Civic Centers and Public Buildings with power.

This committee has carefully considered the question; has made several preliminary reports; and is prepared to make a report with recommendations at the annual meeting.

(b) THE QUESTION OF THE LOCATION OF THE PROPOSED STATE ARMORY AND ARSENAL.

On November 29, 1904, the following resolutions were passed:

"Whereas there is a growing tendency to conveniently and harmoniously group public buildings about a selected center, and

"Whereas the location of our beautiful Capitol furnishes an ideal opportunity for such grouping, and

"Whereas the State of Connecticut has in contemplation the erection of additional public buildings in the Capital City, and the addition of each additional State building can be made to enhance and protect the beauty of the Capitol and add to the effectiveness of the entire group if placed in proper relation to this center,

"Therefore, be it resolved that we, The Municipal Art Society of Hartford, do respectfully urge the members of the General Assembly to consider the advantages to be derived by locating the proposed Arsenal and Armory building upon the tract of land known as "The Roundhouse Site" lying west of the Capitol, and now occupied by the repair shops and roundhouses of the New York, New Haven & Hartford Railroad Company.

"Resolved, That a copy of this Resolution be sent to each member of the incoming General Assembly.

"Voted, That the Committee on Civic Centers and Public Buildings be requested to consider the advisability of preparing a plan or model of the proposed Armory as it would appear if it were located on the "Roundhouse Site," such plan to be used in connection with presenting the recommendations of the Society to the General Assembly."

After the passage of the foregoing votes the details of the question were referred to the Committee on Civic Centers and Public Buildings, and also to the Committee on Legislation. The latter committee, in conjunction with committees from the Landlords and Taxpayers' Association, the Hartford Business Men's Association, The Civic Club, the Florists' Club, the Connecticut League of Art Students, The East Hartford Business Men's Association, and other organizations, formed the "Roundhouse Site Alliance," so-called, the result of whose work is well known to all the members. By vote of the directors passed January 20, 1905, \$100 was appropriated as the share of The Municipal Art Society towards defraying the expenses of preparing plans and presenting the question of the location of the Armory to the Legislature.

(c) CONCERNING A STATUE TO ROBERT BURNS.

At the request of a committee of the Scottish Societies, who have in contemplation the erection of a statue to the famous poet, which request was conveyed to the Society through his Honor, Mayor Henney, a committee of conference was appointed to consider the question of the design and location of such a statue.

(d) LECTURES UPON MUNICIPAL IMPROVEMENT.

Through the courtesy of the Florists' Club and the local chapter of the American Institute of Architects, several lectures were held under the joint auspices of these societies; one upon the "Care and Preservation of Trees" by John Davey of Ohio, popularly known as the "Tree Doctor"; one by Mr. Frank Mills Day, architect, of Philadelphia, upon "Civic Improvements"; one by Mr. Anson Phelps, Jr., on the "Grouping of Public Buildings." The slight expense attendant upon these lectures was partially borne by our Society.

(e) OFFICIAL PUBLICATION OF BULLETINS.

This matter will be covered by the report of the Committee on

Printing and Publication, and so need not be discussed by the secretary.

The secretary would like to say, however, in this connection, that he has received requests for additional copies of Bulletin No. 2 on the "Grouping of Public Buildings" from all parts of the country, and that this one publication has given the Society a very enviable reputation. More than a hundred letters of thanks and commendation for this Bulletin have been received from librarians, architects, city officials, and individuals, by Mr. Ford and the secretary. Among those heard from in this connection may be mentioned:

The Civic Federation of Chicago; City Club of Chicago; Allied Organizations of Philadelphia; Librarian of Harvard University; New York City Improvement Commission; American Society of Landscape Architects; Mauran, Russel & Garden, architects of St. Louis; City Club of New York; Prof. Brander Matthews of Columbia University; Little Rock, Arkansas, Board of Trade; Metropolitan Park Commission of Providence; Guy Kirkum, architect, of Philadelphia; Alliance of Civic Organizations, Rochester, N. Y.; Association for the Improvement and Adornment of San Francisco; American Civic Association, Philadelphia; Saginaw Board of Trade of Saginaw, Mich.; Rutan & Russell, architects, Pittsburgh, Pa.; Art Commission of the City and County of Denver; Municipal Museum of Chicago; Massachusetts Civic League; George A. Ricker, engineer, Buffalo; Gifford Pinchot, Washington, D. C.; Civic Improvement League, Richmond, Va.; Carrere & Hastings, architects, N. Y.

(f) TREES ALONG THE HIGHWAYS.

Mr. Wirth, as a member of the Hartford Florists' Club, attended a meeting of the directors and laid before them a plan for the establishment of a Department of Forestry, with a forester whose duty it should be to care for and protect the trees in the highways, and also to see to the planting of new trees along new highways. The care of these trees is now in the hands of the Board of Street Commissioners. At the meeting of January 20, 1905, it was

Voted: "That the Municipal Art Society endorse the plan of the Florists' Club, and that the matter be referred to the Committee on Parks, Thoroughfares, and Playgrounds for consideration."

Said committee has not yet reported upon this matter.

(g) CHURCH SPIRES.

It was brought to the attention of the directors that many church spires of historic and architectural value have been and are being

down, and that descriptions of the same with photographs should be preserved. At the meeting of January 20, 1905, it was

Voted: "That this subject be referred to the Committee on Exhibitions and Competitions with the request that they take such action as may seem expedient."

(h) HISTORY OF STREET NAMES.

President Luther at the meeting of January 20, 1905, brought to the attention of the directors the fact that many of the city streets are apparently named for individuals, but that there is little or no record of the namesake. He cited particularly Franklin avenue, stating that after the death of General Franklin he had endeavored to ascertain whether this avenue was named for the general, but without success.

At said meeting the following vote was passed:

Voted: "That the Committee on Street Fixtures and Advertising Signs be requested to examine into the origin of the names of the various city streets, and report to the directors in regard to the same with any suggestions as to the naming of future streets, and the proper distinction between streets, avenues, and places."

Pursuant to this vote the committee has searched many of the old records to ascertain the origin of the street names, but has been hampered somewhat by the temporary removal of the town clerk's office pending alterations. A partial report will be submitted at this meeting. In this connection it should be mentioned that by order of the directors, the City Plan Committee has waited upon the Board of Street Commissioners and requested that this committee be notified of hearings when questions of the layout of new streets, the establishment of building lines, the naming of streets, etc., are to be considered, in order to give the Society or its representatives, an opportunity to be heard. The committee was very courteously received by the Board, and the clerk has been instructed to notify the chairman of this committee when such questions are to be considered, in order to give the desired opportunity.

(i) PROPOSED HIGHWAY THROUGH POPE PARK.

At a special meeting of the directors held May 18, 1905, the question of the proposed extension of Laurel street through Pope Park was considered, and the following votes were passed:

Voted: "That a general meeting of the Society be called to consider the question of the proposed highway through Pope Park."

Voted: "That the Committee on Parks, Thoroughfares, and Playgrounds and the Committee on the City Plan be appointed a

joint committee to consider the proposed highway, and to present their views at the general meeting."

The general meeting of the Society was held on May 31, 1905, at which the following vote was passed:

Voted: "That the Society place itself on record as opposed to a highway through Pope Park, that the report of the joint committee be referred to the directors with instructions to issue a Bulletin, setting forth the reasons for the Society's attitude, and that a special committee consisting of the president, the secretary, and Col. Louis R. Cheney, be appointed to protest to the proper city authorities on behalf of the Society against the establishment of the highway."

Subsequently a protest in the form of a Bulletin entitled, "WHY LAUREL STREET SHOULD NOT BE EXTENDED THROUGH POPE PARK" was presented to the Board of Street Commissioners by the Special Committee, and various other members of the Society addressed the Board in opposition to the highway. Copies of the Bulletin were also sent to the members of the Court of Common Council, and every effort has been and is being made to prevent what, to the Society, seems a serious injury to this beautiful park, and a violation of the terms of the gift by Col. Pope. The Society, while opposing a highway, has strongly favored a parkway, which, it is believed, will supply all reasonable needs and will not mar the beauty of the park.

(j) INCORPORATION OF THE SOCIETY.

It was brought to the attention of the directors that gifts and legacies might be made to the Society in order to carry out its aims or some special object of municipal improvement. It was therefore deemed advisable that steps be taken to incorporate the Society, and at the meeting held October 3, 1905, it was

Voted: "That the question of incorporating the Society be referred to the Committee on Law with the request that they report at the annual meeting."

(k) LIFE MEMBERSHIP FEES.

At the meeting of October 3, 1905, it was

Voted: "That the Treasurer be authorized and directed to deposit the amounts received for life memberships during the first year of the Society, together with a sum equal to one year's compound interest on said amounts, in the Society for Savings, to the credit of the Municipal Art Society."

(7) REPORT OF PHILADELPHIA ALLIED ORGANIZATIONS.

The secretary has received a copy of the Annual report of said organizations entitled "American Park Systems." In this report Hartford is mentioned as among the twenty-one leading cities of the country in the development of its park system. The directors desire to furnish to the members of our Society copies of this report, provided the expense is not great. A letter from the secretary of the Executive Committee of the organizations is appended hereto.

The foregoing will serve as a summary of the chief matters considered by the Society during the year. No one can fail to recognize that the work has been of an important character. The greater part of this work must necessarily be done by the Standing Committees. In some cases these committees have responded promptly to the requests of the directors for examinations and reports, but in several cases very little has been done.

It is felt that there must be among our large membership many who are particularly interested in some special feature of municipal improvement, and it is hoped that those willing to serve and work upon the respective committees will give their names to the president or secretary.

Regrets have been expressed that there have not been more general meetings of the Society. It is safe to say that the directors would gladly call more frequent meetings if a formal request were made to them.

Suggestions from any of the members as to matters which ought, or could properly be, considered by the Society will at all times be gladly received by the directors. Within the last few days the question has been asked by a member whether the matter of protecting the bank of the Park River above Daniels Dam could properly be considered by this Society. It was the unhesitating reply of the secretary that such a question was well within the scope of the Society's objects. The member stated that within a very few years several children had been drowned by falling into the river near this point. If the place is a dangerous one the Society should endeavor to have the bank properly protected by a railing or otherwise, and as an incident, such railing or protection should be so constructed as not to interfere with the beauty of Bushnell Park, or be in any sense an eyesore.

Again, Hartford has been mercifully relieved from an advertising sign which was a blot upon our principal street. Should not the Society take steps to prevent the recurrence of such an eyesore?

By order of the Court of Common Council, City Hall Square, which has been so poorly lighted, is to have additional electric lights.

Can we not see that the electric poles are made ornamental as well as useful?

Hartford's street signs and street numbers are inadequate and far from ornamental. Can we not urge that when new street sign posts are erected the street names be more legible, and that the house numbers be visible at night as well as in the daytime?

Questions of importance which the Society will do well to consider will constantly arise. It is for this organization to use every endeavor to protect and enhance the unquestioned beauty of our city, and the directors for the first year feel that it is no idle boast that the Society has already more than justified its existence.

Respectfully submitted,

WALTER S. SCHUTZ,
Secretary.

TREASURER'S REPORT, OCTOBER 1, 1905.

Annual memberships, paid to July 1, 1905,	365
Life memberships paid,	15
Annual memberships, paid to July 1, 1906,	233
Total memberships paid,	613

DR.

To annual dues received,	\$1,196.00	
To life memberships received,	375.00	
To subscription to publication fund,	1.00	
		\$1,572.00

CR.

By expenses of Treasurer,	\$49.10	
" " " Committee on Admissions,	37.20	
" " " Committee on Exhibitions and Competitions,	37.50	
" " " Committee on Printing and Publication,	196.02	
" " " Committee on City Plan,	4.50	
" Special Appropriations,	100.00	
" General Expenses,	191.90	
		\$616.22
Balance in bank and drawer October 1, 1905,		\$955.78

RECEIPTS AND DISBURSEMENTS.

Receipts from all sources,	\$1,572.00
1904	
Aug. 18 W. A. Baedor & Co., printing, Committee on Admissions,	\$13.75
George W. Burch, rubber stamps, Treasurer,	1.00
W. A. Baedor & Co., printing, Treasurer,	27.50
N. W. Annis, stenographic work, Secretary,	7.23
Robert C. Glazier, expense, postage, and help, Committee on Admissions,	18.45

Aug. 19	C. A. Goodwin, cash book and index, Treasurer,	.80
24	Peter Lux & Son, folding chairs for first general meeting, general expenses,	4.50
Sept. 28	Robert C. Glazier, postage, Committee on Admissions,	2.00
Oct. 10	Ida M. Topliff, stenographic work, sending out bills, Treasurer,	5.00
	N. W. Annis, stenographic work, Secretary,	1.15
19	Charles N. Flagg, for cloakwoman, general meeting of October 18, general expenses,	.75
	Alfred P. Clifford, compensation for time in preparation of rooms for meeting of October 19, general expenses,	5.00
21	James Britton, for design of seal adopted October 18, 1904, general expenses,	25.00
Nov. 11	N. W. Annis, copying, general expenses,	.90
Dec. 27	Curtis H. Moyer, frame for seal, general expenses,	2.50
	G. A. Parker, for cash advanced on lecture of John Davey, Committee on Exhibitions and Competitions,	5.00
1905		
Jan. 3	Pratt & Johnson, for use of six doz. camp chairs, general expenses,	4.50
18	Clark & Smith, printing and supplies, Committee on Printing and Publication,	31.27
Feb. 11	Linus T. Fenn, for rent of chairs, meeting of October 17, general expenses,	8.34
	Hartford Printing Company, for 400 postal cards, Committee on Exhibitions and Competitions,	5.50
	The Case, Lockwood & Brainard Company, for 1,500 copies Bulletin No. 1, Committee on Printing and Publication,	63.00
Feb. 11	The Case, Lockwood & Brainard Company, for 2,000 copies Improvement of Cities, Committee on Printing and Publication,	100.00
	Mary L. Smith, for stenographic work and supplies, general expenses,	23.91
Mch. 8	Mary L. Smith, for stenographic work and supplies, general expenses,	13.36
	Belknap & Warfield, for one judge's book and one cash box for secretary, general expenses,	8.25
	The Hartford Engraving Company, for two line cuts, Committee on Printing and Publication,	1.75
	Clark & Smith, for 390 postals, Committee on Exhibitions and Competitions,	5.40
	Clark & Smith, for printing and supplies, general expenses,	15.00
Apr. 10	Frank P. Furlong, Treas., appropriation for Round House Alliance by vote of Directors, January 20, 1905,	100.00
	Walter S. Schutz, for postage and stationery, general expenses,	4.39
	Mary L. Smith, for stenographic work, Committee on Exhibitions and Competitions,	1.60
	Clark & Smith, for printing and supplies, general expenses,	3.00

Apr. 10	Robert C. Glazier, postage and stenographic work, Committee on Admissions,	3.00
	First Unitarian Congregational Society, for rent of Unity Upper Hall, January 24, 1905, Committee on Exhibitions and Competitions,	20.00
July 21	Clark & Smith, for printing and supplies, general expenses,	10.80
	W. A. Baedor & Co., for printing and supplies, Treasurer,	11.75
	Mary L. Smith, for stenographic work, general expenses,	19.12
	F. S. Goodwin, for postage and express, Committee on City Plan,	4.50
	Wadsworth Atheneum, for rent of hall, general expenses,	3.00
	Walter S. Schutz, for postage, general expenses,	2.55
	A. Pindar & Co., line engraving, map, Bulletin No. 3, general expenses,	4.20
	The Case, Lockwood & Brainard Company, for 1,200 copies Bulletin No. 3, general expenses,	24.45
Sept. 28	W. A. Baedor & Co., for 500 receipts, Treasurer,	2.25
	Mary L. Smith, for sending out receipts to members, Treasurer,	.80
		<hr/>
		\$616.22
Balance in bank and drawer,		<hr/>
		\$955.78

Respectfully submitted,

CHARLES A. GOODWIN,

Treasurer.

We have examined the accounts of the Treasurer and have compared the same with vouchers and find the same to be correct and true.

Hartford, Conn., Oct. 10, 1905.

H. P. REDFIELD,

ROBERT C. GLAZIER,

Auditors.

REPORT OF COMMITTEE ON THE CITY PLAN.

BY G. A. PARKER, CHAIRMAN.

This committee has to report that they have held several meetings, and have given considerable thought and time to the subject of the street plan of the city of Hartford. While the plan of Hartford is clearly within what is usually known as a radial plan, and is so good that few, if any, cities have a better one; advantages having been skillfully taken of the topography of the land; and while it has been ample in the past, yet Hartford is growing so rapidly and the demands of travel will become so great that our present street plan will not meet them, and other main avenues should be provided.

would seem as if some steps looking toward an increased number

of arterial avenues should be considered in the near future. For instance, would it not be well if some provision could be made for the travel from the new bridge through Morgan street, west, over the railroad tracks to a junction with Farmington avenue, near Broad street, in addition to the provision which is being so well made for connection with the bridge with City Hall square; also, provisions might be provided for a thoroughfare along the valley of the Park River from the factory district, near Broad street, to the railroad station, and continue this thoroughfare along the valley now occupied by the Central New England Railroad, at least, as far as the Albany avenue railroad crossing. These avenues would probably divert some of the through travel east and west and north and south from the center of the city, leaving that section freer for local business. It would seem as if some relief would have to be given to the fast growing congestion on Main street near the City Hall, or the city will suffer inconveniences and liable to become stunted, and every year delay will increase the cost and difficulty of doing it.

Then again, it seems to your committee that ample room should be provided for the extension of the factory district, and while it has given considerable attention to different sections whose future seems probable to be that of factory districts, yet specifically, at this time, we are prepared to present no suggestions, except as to the extension of the present factory district south along the railroad track to Elmwood. We submit three plans, each showing how it might be treated as a whole, and while these suggestions are of the most tentative nature, yet they are offered in the hope they may lead some one to think out a detail working plan. The only thing your committee hopes to demonstrate is that it is possible to give ample and desirable sites for factories at a comparatively low cost, and at the same time bring a good profit to the city, or whoever should develop them. It seems to us that this is a matter which it might be desirable to bring before the Board of Trade, and if practicable to work with them in the preparation of a special bulletin relating to the subject. We believe it is a subject of sufficient importance for the city to give it a comprehensive investigation. In the plans offered we owe much to Mr. Wirth's suggestions.

Your committee in the study of the subdivision of the city into natural neighborhoods of business, manufacturing, and social circles has been deeply impressed with the need of pleasant and comfortable homes for people of small means, or of the earning power of men and mechanics in manufactures. We recognize the fact that this class of men are as well, or better paid, and are as steadily employed in Hartford as in other cities, yet it seems to us that the cost of living, especially in the matter of rents, has become so high

that the advantage of higher wages and steadier work which Hartford gives is somewhat nullified, and that one of the great needs of our city is good, comfortable homes at low rents; that is, from twelve, ten, eight dollars or less per month. That is the need of many cities besides Hartford, and is a subject that has received much attention, both in this country and in Europe, and the solution does not seem to have been found yet. Still, inquiries among the real estate agents of Hartford show that such rents are not obtainable here, and an examination as to the elements of expense which goes to make up the cost of the houses indicates that it is not practical to build such houses in Hartford under present conditions. Now, this committee believes that whatever ought to be done, can be done, and whatever is rightly done, is easily done; that is, wherever there is an "ought" there is a "can," and that a solution of this problem can be found, and that a study of it in Hartford might become a valuable contribution to its solution. In searching other cities as to what they have done in this matter we have learned much from the workings of the tenement house laws in New York City, and the proposition to have a series of tenement-house systems giving more light, air, green grass, and gardens, and more and better rooms, and fewer tenements in a block, as the district increases from the center. We also learned a lesson from Hoboken, where land ownership has taken a form which allows low rents and fairly good tenements. We also learned much from Philadelphia and Baltimore, especially the latter city, where the city plan and land policy are such that rents from six to twelve dollars per month are practical, and that too, for single houses of six rooms, not counting the basements under the entire house, and halls, and closets. I do not know of a northern city which has a similar system of land tenure as has Baltimore, and it might not be desirable for the north, yet it is practical in Baltimore, extremely so, for thousands of such houses are built and to the comfort and the prosperity of the tenant, and satisfaction of the landlord. The comfortable housing of its working people is one of the great problems of city life. Much time and thought is given to it, but Baltimore has solved it for herself and other cities can. So far the indications are that the solution will be found along the lines of land holdings, and the subdivision of the city plan into blocks. Several cities have, or are about creating, a commission or committee to study these questions, and would it not be well for Hartford to begin a study upon these lines in unity with the other cities? receiving from them the results of their studies and contributing her own work to the general good. Surely Hartford needs the relief which low-priced housings would give her workmen, and, as a matter of suggestion, would it not be well to discuss this matter with the

Landlords Association and possibly unite with them by joint committee for its study?

This question may not at first seem to belong to a city plan committee, but they are essential to it, for the city plan should fit conditions, and the housing of people who earn fifteen dollars or less per week makes up the great majority of all cities.

Hartford is indeed a city beautiful, and if it was not to grow any larger, no thought need be given as to what the modifications of its present plan or its extension should be. It has now reached a similar stage which a child sooner or later reaches in its mother's eyes, where she wishes it might remain as it is in its beauty and purity. Often does a gardener wish that a plant might remain in the perfection it has reached, and not change even to grow larger and bear more fruit. But the child and the plant and the city keep on growing, and provision must be made to govern and use that growth. So whether we will or not, Hartford will grow, and it is for her citizens to say how and what that growth shall be. We should strive to have such a plan that will give to every foot of its territory the greatest use and value to its present owner, its future owner, and the city as a whole. We should have that policy of conducting our public affairs that every individual in this city shall have the opportunity to make the most of the best that is within him; for himself, for his family, and for the city. This plan and this policy can only come with the solving of the many problems that now confront our cities. It is based on the golden rule and common sense. Such a plan and policy is not only possible, but it is the least costly to develop, and produces the best results, and no lesser plan or policy should Hartford be contented with. In this line of progress Hartford already stands well to the front. Our city plan is good. The city as a whole is one of the most beautiful and desirable. It is cleanly and well kept. Our street-car service is of the best, and our business houses are models of fair dealing. We have a mayor that all citizens of whatever party are proud of, and the city is most favorably known for its schools, churches, and parks. In literature and science she stands high, and that composite spirit of the city, which gives to it character and reputation throughout the land, is of the highest. We have indeed received the ten talents, therefore much is expected of us and we must not fail.

During the past year the committee sent out letters to the city engineers of the different cities of the country, asking that city maps be sent to our committee.

Forty-four letters were sent out and thirty-three maps and other publications were received. On receiving a map from a city a map of Hartford and Bulletins No. 1 and No. 2 of the Society

were sent to the city sending us its map. This work the committee expect to continue until they have a collection of about seventy-five maps.

CIVIC CENTERS AND PUBLIC BUILDINGS.

NOTE:—The report of the Committee on Civic Centers and Public Buildings is printed in Bulletin No. 5, devoted to the preservation and restoration of City Hall.

SOME MUNICIPAL PROBLEMS.

MAYOR WILLIAM F. HENNEY, Hartford.

[Address before the Current Topic Club of the Hartford Young Men's Christian Association, October 25, 1905.]

Mr. President and Members of the Current Topic Club:

I am glad of the opportunity of meeting the members of an association which has for its object the discussion of the events of today. Great as is the charm of history, and absorbing in its interest as is the world-story of the past, it is after all but as a tale that is told. In an age of marvelous physical and mental activities, of huge accumulations of capital, of tremendous effort and surpassing achievement, we realize as men never realized before the truth of the adage "the mill will never grind with the water that is past." And so it is that the labors and endeavors of today appeal to our attention and interest with all the force of events pregnant with the crises, the calamities, the glories, and the destinies of tomorrow. With all its sordid materialism this age of ours is nevertheless an age of enthusiasm, of courageous strivings after high ideals, and, animated with the spirit of it, we are content to "let the dead Past bury its dead," and to exclaim with Tennyson:

"Forward, forward, let us range,
Let the great earth spin forever down the ringing grooves of change."

This spirit leads us inevitably to inquire of the things nearest to us, of the energies and purposes and circumstances that are so busy all around us, whither, in all this rush and roar of activity, we are ourselves being drawn or are hurrying others. More than ever before we are devoting study and effort to the problems of the family and the home, and, naturally, the problems of the municipality stand next in order of interest. For it is full as natural for a man to desire to keep the city of his home in neat and wholesome and happy condition, as to establish and maintain those conditions in the house in

which he lives. Hence it is that I have hoped to interest you tonight in the discussion of some problems of our municipal life, — not the problems which confront municipalities generally, but problems which this interesting and growing and beautiful city of Hartford must meet and solve for itself.

As the first and most pressing problem of the individual is the procuring of his bread and butter, so the ever present and ever pressing problem of the municipality is to obtain the means for the maintenance of its institutions and its organizations. A glance at American municipalities in general reveals the fact that their financial history is simply that of a more or less unsuccessful struggle against an annual deficit, — a deficit which expresses itself with the regularity of the stars in their courses, in the periodical increase of the bonded debt. As our city is organized its sole source of revenue is the contribution of the tax-payer. If you would realize what this means, you have but to stand at the tax collector's window at the time of the collection of the annual tax. You won't find there the wealthy tax-payer. He simply mails his check. But you will find there many a working man, struggling to maintain a family, handicapped by a mortgage on his little home, paying over his few hard-earned dollars to secure that home to his dependent ones. You will find there many a woman, with her tax-money clutched in her toil-worn hand, and every dollar of it earned at the washtub. If ever money was sacred it is the money collected from taxation.

The city of Hartford has an annual revenue, chiefly from this source, of about a million and a half of dollars, and the success of the city as a business corporation depends on whether this fund is expended prudently and intelligently or otherwise. I am happy to state that we completed the year ending March 31, 1905, with a surplus of current receipts over current expenses of \$35,000, and in addition expended out of that revenue \$122,000 for permanent improvements. But we should do much better than that.

Taxes are a burden grievous to be borne by the poor freeholder; and one of the problems of the hour here in Hartford is to reduce taxation. This can be done by increasing the grand list or reducing expenses, or better yet, by a happy combination of both. A low tax rate is sure to attract the manufacturer and merchant to the city, and to increase our grand list by new enterprises within our borders, while a high and increasing tax rate is just as sure to drive industries away. Again, the beauty of our city is an asset of commercial value, and money spent, within reasonable limits, in making it an attractive place of residence, is prudently spent. For it will draw to us people of wealth and refinement, seeking congenial homes, whose possessions will find their way into the grand list of the city. A recent

amendment to the charter, creating a Board of Contract and Supply, promises much in the way of retrenchment. At one of the first meetings of this Board, whose duty it is to advertise for bids and let to the lowest bidder all contracts calling for an expenditure of over \$500, its value to the city was illustrated by the fact that in letting a contract for \$3,300 it effected a saving of \$500 over prices prevailing before.

There is one rule, never to be departed from, which will do much towards the solution of our financial problems, and that is, to keep the current expense within the current income. To the neglect of this rule are due many of the burdens we are bearing today. I am not a little alarmed at a circumstance which, sooner or later, will unfavorably affect the city's credit, — the rapidly increasing bonded indebtedness of our school districts. In not a few of these districts no provision is made in the acts of the Legislature or in the resolution of the districts themselves authorizing the indebtedness, for a sinking fund to pay the bonds at maturity; and thus the debt is piling up, and the interest charges increasing at a rate that cannot fail to precipitate disaster. Both city and school district will doubtless be called upon, in a progressive community, to make expenditures for permanent improvements far beyond the capacity of the current revenue. But these emergencies should be provided for by bonds either issued in series and payable at regular intervals, or by a sinking fund sufficient to discharge the obligation at maturity. Either of these plans will adequately meet the situation. To increase the indebtedness of city or district without some such plan is reckless, and it is high time to call a halt. Beyond all things, current expense must be kept within current revenue, and I hope that from now on Hartford will rigidly adhere to this rule. A business or municipal corporation that is wrong financially is all wrong. It is weak in a part where it can least afford to be. The first duty of a municipal, like any other corporation, that has got into the habit of running behind every year, is to curtail its expenses, and pull itself together at whatever sacrifice into a sane and self-respecting business solvency. Hartford will probably complete the present year without borrowing for current expense and with a surplus. My hope is that it will continue to do so till the habit becomes incurable. By achieving this habit it can best solve the financial problem of increasing its revenue and reducing its tax rate.

I have dwelt thus at length upon the financial problem because its solution is the key to so many others. A city, like an individual, can have as much of this world's goods as it can buy and pay for.

Another important problem which our city must solve is the protection of the east side from the annual freshets. When the

bridge and its western approaches are completed the city will be dyked from State street north, leaving the strip from State street south to the mouth of the little river to be dealt with. This will probably mean a dyke, between these points, along the river front, with an intercepting sewer and a pumping station to deliver the sewage into the river at high water, and will involve a large expense.

The city will be in a position to meet this expenditure within a reasonable time, and as soon as a plan and engineering details could be agreed upon; for in 1908 and 1909 the city sinking fund and the accumulations of the Water Board will pay off and discharge about one million and a quarter of the city debt, leaving it free to undertake this needed improvement. I am inclined to think there is a better plan if the city had the courage to undertake it, viz: to fill in the submerged section to a point considerably above high water mark. To this end that section should be purchased or condemned by the city, filled in, graded, and laid out in regular streets and then sold, the city to reimburse itself from the proceeds.

It would make one of the finest business sections of the city, and would probably yield a handsome profit on its cost. The project may yet be undertaken by some group of far-seeing capitalists having faith in the city's future and the courage of their convictions. The splendid bridge over the Connecticut River, throwing out as it grows, day by day, new suggestions of the massive strength and graceful beauty of the completed structure, may yet solve this problem for us by stimulating enterprising capital to seize the opportunity so fairly offered for a profitable investment.

Another problem confronting the city is the improvement of Park River. The city should control this stream. Under a charter amendment granted in 1872, the municipality is given power to condemn and take all the rights in this river and the river itself. No treatment of this nuisance giving practical and permanent results is possible without complete title to the stream in the city. With such title, as the city engineer has pointed out, a system could readily be devised for flushing and cleansing the river-bed and keeping it in wholesome condition. Most of the sewage has been taken out of the river. All of it will be shortly, and then the city should act intelligently and promptly to redeem the stream from its unsightliness and unwholesomeness. This problem suggests a much larger one, viz: that of making the banks of the stream presentable from Daniels Dam on the west to Front street bridge on the east. The stone bridge over Park River, on Main street, is a beautiful and imposing structure, a single arch of unusual dimensions expressing both grace and strength. Stand on this bridge and glance east and west, up and down the river, and mark the vista of squalor and filth. The Health

Board are now trying to have the debris taken out of the river and to prevent tenants on its banks from throwing refuse matter into the stream. But little improvement can be expected under existing conditions. The problem will be solved only when the city acquires the property on the banks of the stream from Daniels' Mill to Front street, removes the buildings, and grades and terraces and adorns those banks from the street down to the water level. I am sure that this will some time be done. Dr. Bushnell faced a greater practical and financial problem when he began the agitation which resulted in Bushnell Park. The vista from Main street bridge is a hideous blot on the fair face of our city, and the public spirit of our citizens will some day see to its removal at whatever cost.

May some generous lover of Hartford bequeath to the city a sum of money to be invested and held for this purpose until its accumulations shall suffice to cover the expense. It would be better yet if some of our wealthy citizens would get together and establish a fund for this purpose, and carry out and complete the work while they are yet living.

There is yet another problem to be solved, and which is pressing upon us with greater emphasis from year to year, and that is the necessity for a new City Hall, — a building in which all our municipal offices could be gathered together, and so made convenient for the public having business with them. There will naturally be a wide difference of opinion about the solution of this problem, and I venture with some hesitation to suggest one which would meet present necessities. In the first place I would preserve the old City Hall for a meeting-place for the Common Council and for suitable committee rooms for that body. Some site centrally located should then be found on which a plain, substantial and commodious building could be erected, and all the commissions and officers housed therein. Such a building so constructed would enhance in value as time passed, and would probably show a profit on the investment. Ten years hence when the condition of greater Hartford will call for a building, not only in keeping with the city's needs, but with the artistic demands of the capital of the State, the temporary city hall could be sold and the proceeds applied towards the expense of a new structure which would add to the dignity and beauty of the city. Such a temporary City Hall ought to be erected for not more than \$250,000, and if judgment were shown in the selection of a site, it would be eventually sold for much more than its cost. Means could be provided for such a structure by setting aside a sum annually for that purpose. I saw in a newspaper the other day that the city of Savannah, Georgia, had erected a new City Hall at an expense of \$250,000, without issuing any bonds or borrowing any money, and wholly from the current

income. This is an example which Hartford and many another city could profitably follow.

Still another important problem confronting the city is that of the elimination of the grade crossings. They are deadly and are liable to emphasize their peril any day by some horrible disaster. The elimination of these crossings is controlled entirely by State law; and under that law the city may apply for the elimination of any of its crossings, and upon the change being ordered would be liable for one-quarter of the expense; if, however, the railway was laid before the highway was constructed, the railroad commissioners would have power to tax not more than one-half of the expense from the city. It seems to me that the best plan is to take them up one at a time and get rid of them. If we should petition for the elimination of one a year, we would doubtless be able to meet the expense charged against us out of the current revenue. The initiative is in the hands of the Common Council, and it is a settled policy of the Board of Railroad Commissioners not to deny the application of a city or town for the elimination of a grade crossing within its borders.

These are some of the problems that are pressing upon our city for solution; but there is a greater underlying them all, and that is how to get the citizens generally to take an interest in the affairs of the city. In too many of our American cities the interest of the citizens and its welfare terminates with the election of the municipal officers. If eternal vigilance is the price of liberty, eternal interest and attention are the price of good municipal government. The citizens can have just that kind of government that they want. Any administration is a political or a business one according as the citizens make it. My own idea is that a municipality should be governed simply as a business corporation, with a competent civil service system, with promotion based only on merit and with a tenure of office during good behavior. We never inquire in a business corporation whether its directors are Republicans or Democrats, but simply whether they are intelligent, competent, and honest men; and there is no reason why a different criterion for fitness for office should prevail in the management of a city. I notice that the stockholders of a business corporation take an earnest and active interest in its affairs, and I doubt not that if our municipal government were organized on the same system, we would profit greatly in that particular. Many of you may know that a commission has been appointed by the Governor of the State to prepare and submit a bill for a uniform charter for the cities of Connecticut, and my hope is that they will succeed in drafting a simple, comprehensive business document, liberal and broad in its provisions, which will enable each community by means of its own ordinances to develop along the lines which its peculiar

location and characteristics indicate. It will be a good day for the cities of Connecticut when some such bill becomes a law.

The more you look into municipal matters, the more numerous and formidable city problems appear. We are apt to be discouraged when we contemplate European countries and see how much they have accomplished in beautifying and adorning their cities and towns. We are astonished at municipal art galleries, at municipal farms, and municipal tenement houses, to say nothing of municipal tramways and gas companies, and the like. We marvel at the immense sums expended in permanent improvements, and at the amount and value of the property owned by the city. But we should always remember that the cities of Europe have been working at their problems for centuries, and that they have achieved their greatness by the exercise of great patience and long continued effort for the attainment of a definite and specific purpose. The helpers on which they have relied for their wonderful progress stand ready to assist us in the same work, — the same unerring and unfaltering workers who have accomplished so much in the story of the world, those unassuming co-laborers to whom we owe alike the wisdom of the ages and the wealth of nations, Time and Thrift.

EXTENSION OF THE STATE CAPITOL GROUNDS AT HARTFORD, CONN.

By FREDERICK L. FORD, City Engineer.

[Abstract of Address delivered before the American Civic Association in Cleveland, Ohio, October 6, 1905.]

One of the most striking examples of what can be accomplished for the civic improvement and development of our American cities by means of persistent, organized, and well-directed effort, has just been forcibly illustrated by the work of the recent Connecticut Legislature.

Those who are familiar with the location of the State Capitol Building at Hartford, will remember that it stands upon the summit of Bushnell Park, and with its white marble walls towering in sharp contrast above its broad greensward base, it is a striking example of a magnificent building made more imposing by the beauty and harmony of its setting. This beautiful picture, complete as it was upon three of its sides, was far from complete upon its fourth side. To the west of the State Capitol, upon the opposite side of Park River, there were located 10½ acres of ground covered with the local repair shops and roundhouses of the Consolidated Railroad. This plant had been the source of great annoyance for many years.

The black smoke belched forth from the tall stacks, and discolored and injured the white marble walls of the capitol, and the noise and confusion from the plant made it entirely out of harmony with the subdued and refined appearance of the State Capitol grounds. This plant had been in operation for so many years and Hartford's citizens had become so accustomed to the situation, that they failed to realize the discordant features of the surroundings. But the opportunity for the transformation of these grounds came in a peculiar way, and as the result of a spirited contest, as do all accomplishments really worth striving for.

The State of Connecticut was endeavoring to find a suitable site for the location of a \$500,000 State Armory and Arsenal, to be located at Hartford. One military Commission, appointed by the Governor in 1901, had selected a site and reported to the Legislature, but its recommendation was not adopted. A bill was passed, however, for the appointment of a second Commission to investigate the same subject.

After the adjournment of the Legislature, the City Engineer of Hartford published a detailed article in the *Hartford Times*, suggesting the propriety of utilizing the unsightly railroad property adjacent to the State Capitol grounds, for military purposes. This proposition was received with commendable enthusiasm by the State papers. For a while this plan lay in a dormant state, pending the appointment of the second Commission. On November 14, 1903, this Commission was named by the Governor. Soon after its organization, the Round-house Plan was called to their attention by a petition signed by one hundred of the leading men of Hartford, asking that the City Engineer be authorized to work out the details in order to get an approximate idea of its cost. This request was apparently ignored, and the Commission proceeded with its work and soon announced its selection of a site for the State Armory. The site selected by the Commission was received with great surprise. Although greatly disappointed that this commission had failed to consider the proposed plan, which many thought possessed some merit, and believing that there was still a ray of hope left, as the entire matter would have to be decided by the Legislature, a campaign was started which resulted in one of the most spirited contests which has ever been recorded in Hartford's history.

In order to arouse public sentiment, a series of twelve articles, prepared by eminent authorities, upon "The Grouping of Public Buildings," was published throughout the State. Later on, the Municipal Art Society of Hartford was organized with a membership of over four hundred. An alliance was soon formed with several of the leading organizations of the city and arrangements made to carry the matter before the General Assembly. The State Capitol

became the storm center of this spirited contest and the advocates of both sides maneuvered for advantage for several months. With overwhelming odds against them at the start, the Round-house Site advocates won by an equally overwhelming majority.

The State accordingly bought the 10½ acres of railroad property and 2 acres of private property adjoining for \$260,000, and passed a bill creating a third Commission, consisting of the Governor, Adjutant-General, and three members to be appointed by the Governor. This commission is authorized to remove all of the buildings, grade the ground, and prepare plans and estimates for an Armory and Arsenal Building suitable for this site, and to cost not exceeding \$400,000.

The results accomplished by this contest are second only in importance as regards the State of Connecticut and the City of Hartford, to the acquisition and development of the famous Bushnell Park of Hartford.

At the present time practically all of the buildings upon this site are removed, and the people who have seen the great change which has taken place, right under the eaves of the State Capitol, within the last few months are beginning to realize what a great opportunity Connecticut will now have for the completion of a magnificent group of State Buildings about the Capitol as a center.

PUBLICATIONS OF THE MUNICIPAL ART SOCIETY OF HARTFORD.

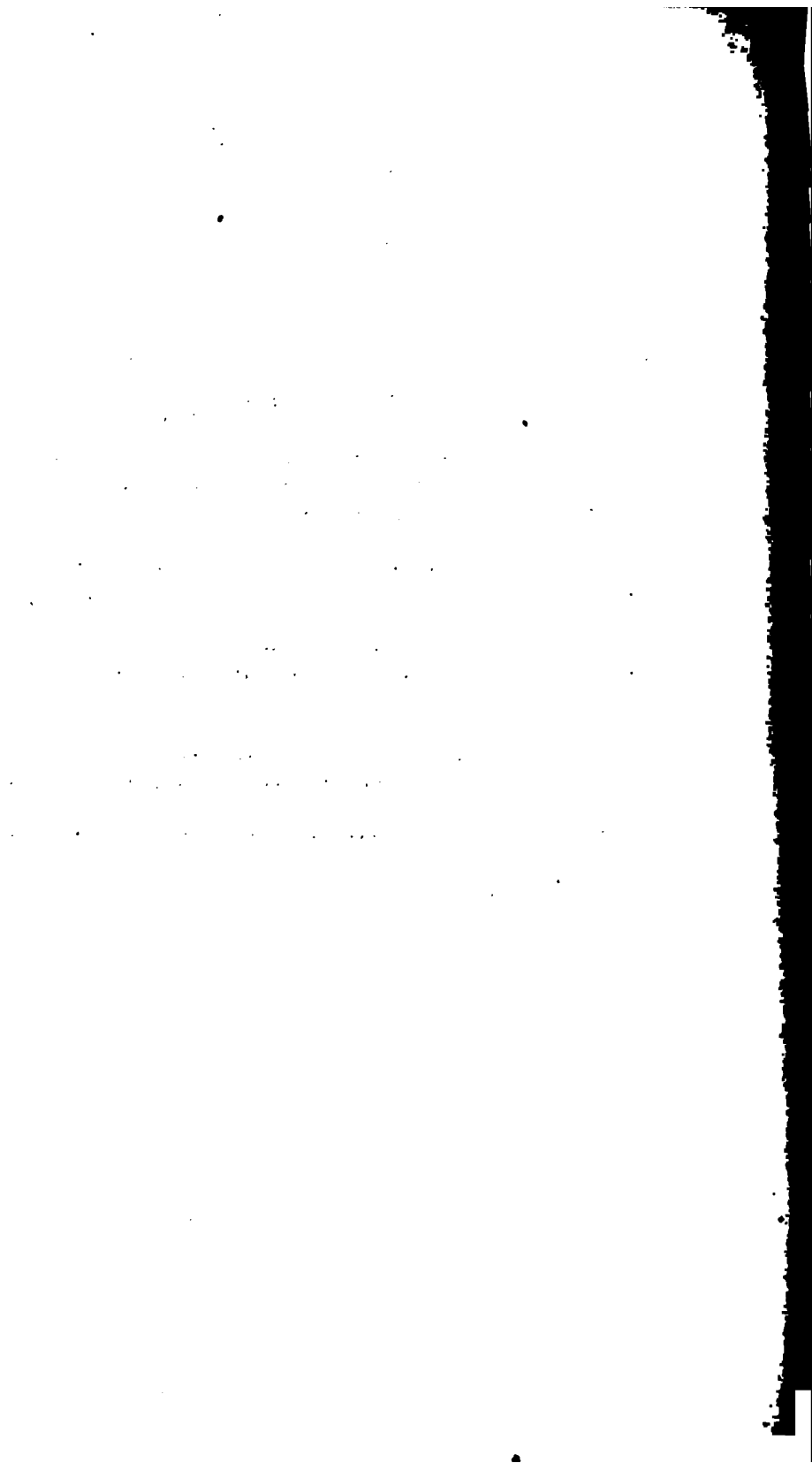
BULLETIN No. 1. Officers, Directors, Standing Committees, Constitution, By-Laws and Members, and What is a Municipal Art Society? By Charles Noel Flagg and George A. Parker — 24 pages. Hartford, 1904.

BULLETIN No. 2. The Grouping of Public Buildings, compiled by Frederick L. Ford — 85 pages. Hartford, 1904.

BULLETIN No. 3. Why Laurel Street Should Not be Extended Through Pope Park — A Protest to the Board of Street Commissioners, June 15, 1905, 8 pages. Hartford, 1905.

BULLETIN No. 4. Proceedings of the Annual Meeting October 17, 1905, and Some Municipal Problems by Mayor William F. Henney, 32 pages. Hartford, 1906.

BULLETIN No. 5. The Preservation and Restoration of City Hall, Hartford, 1906.



1907



Conn. State Library

PUBLICATIONS OF
THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT

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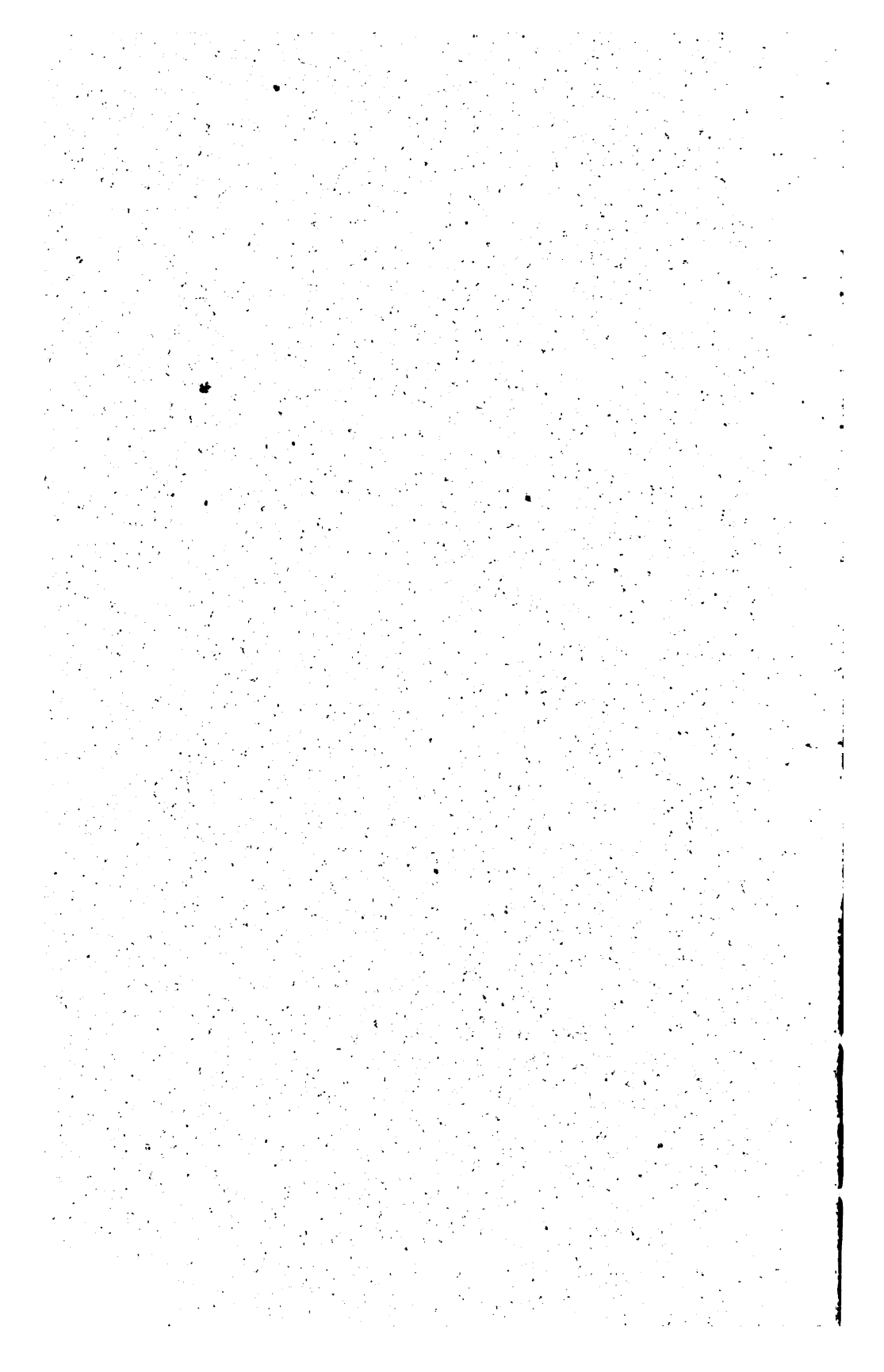
BULLETIN No. 5

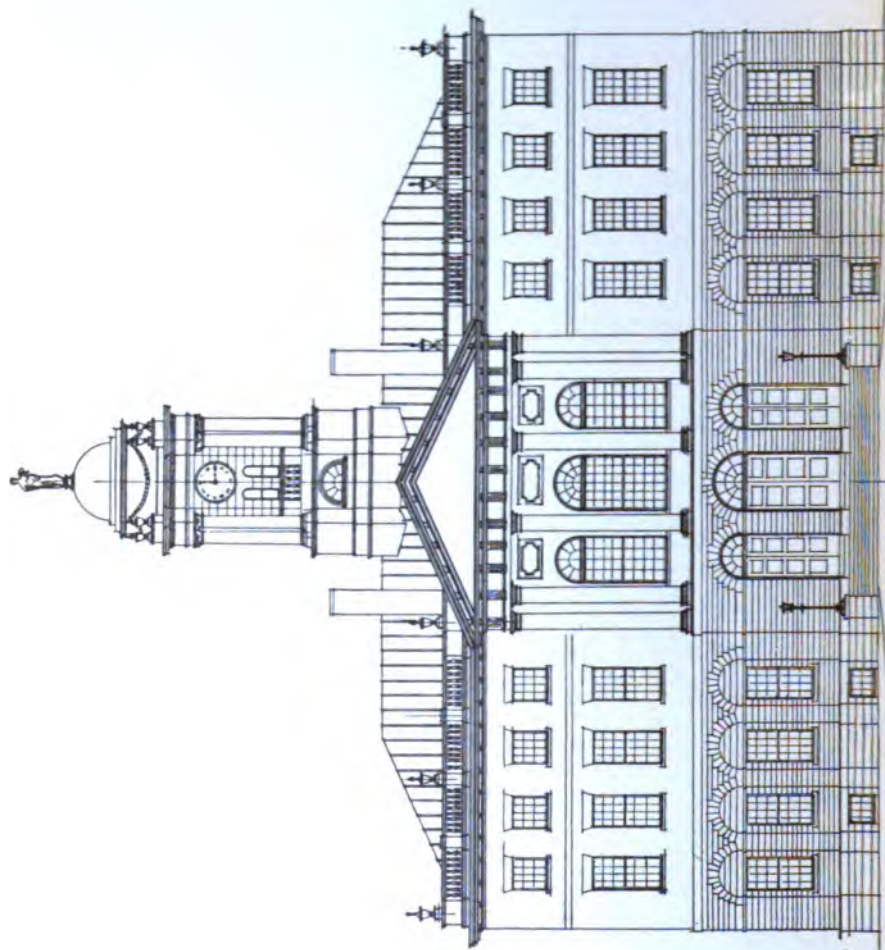
Preservation and Restoration of City Hall



ORGANIZED 1904

HARTFORD, CONN.
PUBLISHED BY THE SOCIETY
1906





OLD STATE CAPITOL BUILDING

**PUBLICATIONS OF
THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT**

BULLETIN No. 5

Preservation and Restoration of City Hall



ORGANIZED 1904

**HARTFORD, CONN.
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NOTE.

Hartford, one of the three early towns of the ancient Colony of Connecticut, is a thoroughly modern city. Teeming with modern life and industrial activities the older life and surroundings have been fast giving way to the new. The present day industrial and commercial life has become so strenuous and absorbing that in our haste and devotion to it we have little time to properly consider many important matters upon which we are called to act.

Our busy life has so drawn us to the once distant parts of the earth so frequently that we have unconsciously absorbed something of the spirit, life and civilization of these distant lands which is being unconsciously more and more incorporated and mirrored in the life and architecture of our own city. One by one the early landmarks of our fathers have been superseded until we have scarcely any suitable memorials and monuments of that early life of those before us. All through our land this same industrial renovation and permeation has been silently and unconsciously modernizing us to such an extent that one is astounded when brought face to face with the facts. However, notwithstanding this seemingly almost irrepressible influence, there are a few buildings throughout our land which have escaped and have become the pride of their centers and a sort of shrine to the world.

Hartford should find her pride in her Bulfinch Capitol—our City Hall. Embodying that architecture purely colonial, it is not only beautiful in its lines as a building, but it is beautiful in its history. Centered around and in it have been events which have influenced the history of the world. This building, therefore, does not nor cannot belong to Hartford alone. It belongs to the early Connecticut and its descendants now residing in all lands. It is a hallowed building standing on hallowed ground.

This BULLETIN is issued by the Municipal Art Society in no controversial spirit, but only to present the matter of preservation and restoration of this historic building, leaving its ultimate use to be determined later.

PUBLICATION COMMITTEE.

November, 1906.

PRESERVATION AND RESTORATION OF CITY HALL.

LETTER FROM JOHN TRUMBULL. PAINTER.

HARTFORD, September 30, 1792.

DEAR SIR:—A new State House is to be built here next year upon a Design of Mr. Bulfinch, which I think is worth executing in the best Materials. The Committee have determined to make great use of Middletown Stone—but as the Colour of that is not beautiful, I have propos'd to them to make use of the Philadelphia marble, such as us'd in the front of the new library (if the price be not too extravagant), in the more elegant parts of the Building.

I will thank you therefore to ask of some of the principal workmen the price at which they will execute the following work:—a band of fascia such as is common in the Philadelphia Houses, 1½ feet Deep or wide to project out of the wall two inches—how much pr foot?

—another fascia 9 inches wide to project an Inch & half at bottom & the wall retiring above it half a brick so that the upper surface will be 6 Inches from the face of the wall—sloping to serve as a watertable.

—a Doric Cornice the proportion of which is Two feet and a half—its depth proportional.

—a Doric Column whose Shaft is 19 feet high:—Diameter 2 feet 4 inches L—the base to be one block, the Column in Three.

—a Doric Pilaster of the same proportions.

—The pedestal six feet high, but divested of its mouldings

—The entablature five feet Deep with its triglyphs & Stars.

—The blocks over windows of four feet plain.

The whole of the work to be executed in the style of the Pilasters of the new Library—that is Chissell'd only, not polish'd.

as I may be out of the way—you will be so good as to convey the answers to these questions to Col. Chester at Wethersfield, who is one of the Committee; & who enters with zeal into the idea of having an elegant and durable building.

if you will further take the trouble of making some enquiry whether it be possible to get one of the best workmen of Philadelphia

to superintend the Masonry and Brick work of the Building, you will further oblige,—I presume that Mr. John Morgan who is another of the Committee will be in Philadelphia in the course of the month on this subject the previous enquiries you may be so good as to make will be of much use to him.

As you are a Connecticut and almost a Hartford man, I need make no apology for so many questions, since they tend to the Honor of the state.

I beg my best respects to Mrs. Wolcott & am with much Esteem,

Dr. Sir,

Your friend & servant,

JOHN TRUMBULL *printer.*

(Addressed to)

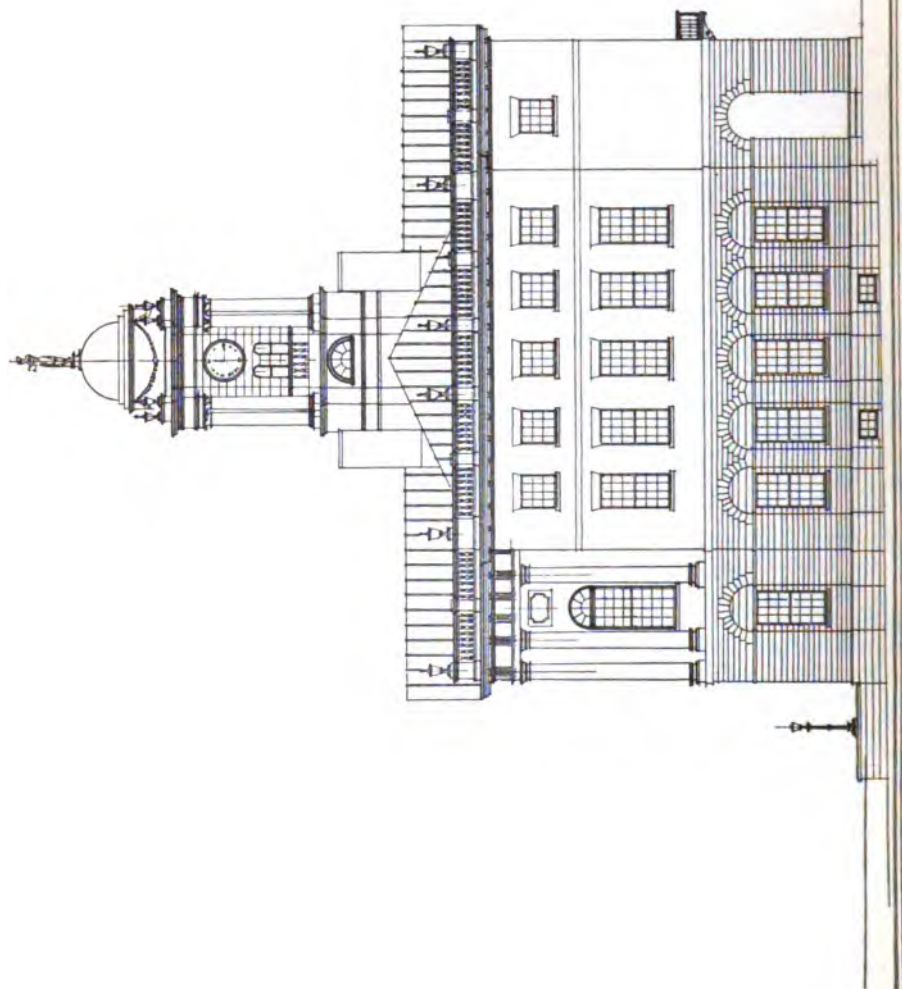
OLIVER WOLCOTT Esq

Comptroller of the Treasury of the United States Philadelphia.

REPORT OF COMMITTEE ON CIVIC CENTERS AND PUBLIC BUILDINGS.

MR. CHAIRMAN:—At a meeting of the civic centers and public buildings committee held May 26th, 1905, a report was adopted recommending that the Society procure plans of the exterior of the City Hall as it would appear if restored. This report was presented to the Directors at the regular meeting of June 2d, 1905. It reads as follows:

In view of the fact that Mr. Albert C. Bates, librarian of the Connecticut Historical Society, has discovered in its archives the foregoing letter from Colonel John Trumbull to Oliver Wolcott, and that by means of the said letter the question as to the identity of the architect of the old Hartford State House, now City Hall, has been completely established; and whereas the architect, Mr. Charles Bulfinch, was a leader in his profession and of international reputation, having won great fame by the execution of the design for the main part of our National Capitol at Washington, the Boston State House, and other important buildings; and because very deep regret has invariably been expressed in each instance, where, through carelessness or lack of knowledge, buildings designed by Mr. Bulfinch have been demolished, and great satisfaction and pride taken in the National Capitol building, the Boston State House, and other buildings designed in whole or in part by him, which fortunately have been preserved; and further, that, whereas, in the opinion of architects of high standing in their profession the Hartford Bulfinch State House can at a reasonable cost be completely restored to its old form and at the same time be made fire-proof, and believing the monument to be of very great value artistically and historically, we,



NORTH ELEVATION

PRESERVATION AND RESTORATION OF CITY HALL.

members of the Civic Centers and Public Buildings Committee of the Municipal Art Society of Hartford, present the matter to the Directors of the society, with the suggestion that a committee, duly appointed, be authorized to procure plans of the old State House as it would appear if restored.

Respectfully submitted,

CHARLES NOEL FLAGG,

Chairman Civic Centers and Public Buildings Committee.

This was referred back to the committee, with power. At a subsequent meeting it voted to procure a plan in the form of a water color drawing of the old State House as it appeared at the time it was built, said plan not to exceed \$50.00 in cost. There had been some question as to whether it might not be better to have the drawing show the building as Mr. Bulfinch had originally wished to design it—that is with the lower story and columns in marble, as explained in Mr. John Trumbull's letter to Oliver Wolcott, Esq., Comtroller of the Treasury of the United States.

The committee left the matter of procuring the plan to me, and I was so fortunate as to find an architect whose civic pride was strong enough to induce him, without hesitation, and for the sum voted, to make the two drawings which I submit as part of this report, one giving the building as it originally stood, and the other presenting a picture of it as we have good reason to suppose Mr. Bulfinch and many others wished it to be. I also respectfully submit the following estimates touching upon the cost of restoring Hartford's most precious architectural and historical monument.

CHARLES NOEL FLAGG,

Chairman of Civic Centers and Public Buildings Committee

[NOTE. These two plans and the estimates above mentioned are not here published, as through the interest and generosity of one of the members of the Municipal Art Society we are able to publish in this bulletin the more detailed drawings and explanations of Mr. Brocklesby.]

EXTRACTS FROM MAYOR GEO. G. SUMNER'S ADDRESS

At the Dedication of the New City Hall, October 22, 1879.

"The occupation of this building for city purposes is a matter for congratulation for several reasons. . . . A new structure here more ornate would no doubt be an attraction; and yet as this one stands, there is a pleasing contrast, in view of its long familiar existence, to the more stately and beautiful edifices which are in close proximity to it, and are to adorn, as new building enterprises are carried forward in years to come, the surroundings of the old State House inclosure. . . . We plead guilty to having an honest pride in our own, and whatever we confess for ourselves we are glad to recognize in others. We drop all partisan divisions when the best good of Hartford is concerned, and though we are misrepresented sometimes by eager critics, yet, after all, those who criticise us, admire our strength of purpose and our unity of action. If we maintain this co-operative feeling, as I have no doubt we shall, our city will be the better for it, and our citizenship will have a loftier aspiration."

EXTRACTS FROM COL. WILLIAM E. CONE'S

HISTORICAL ADDRESS

At the Dedication of the New City Hall, October 22, 1879.

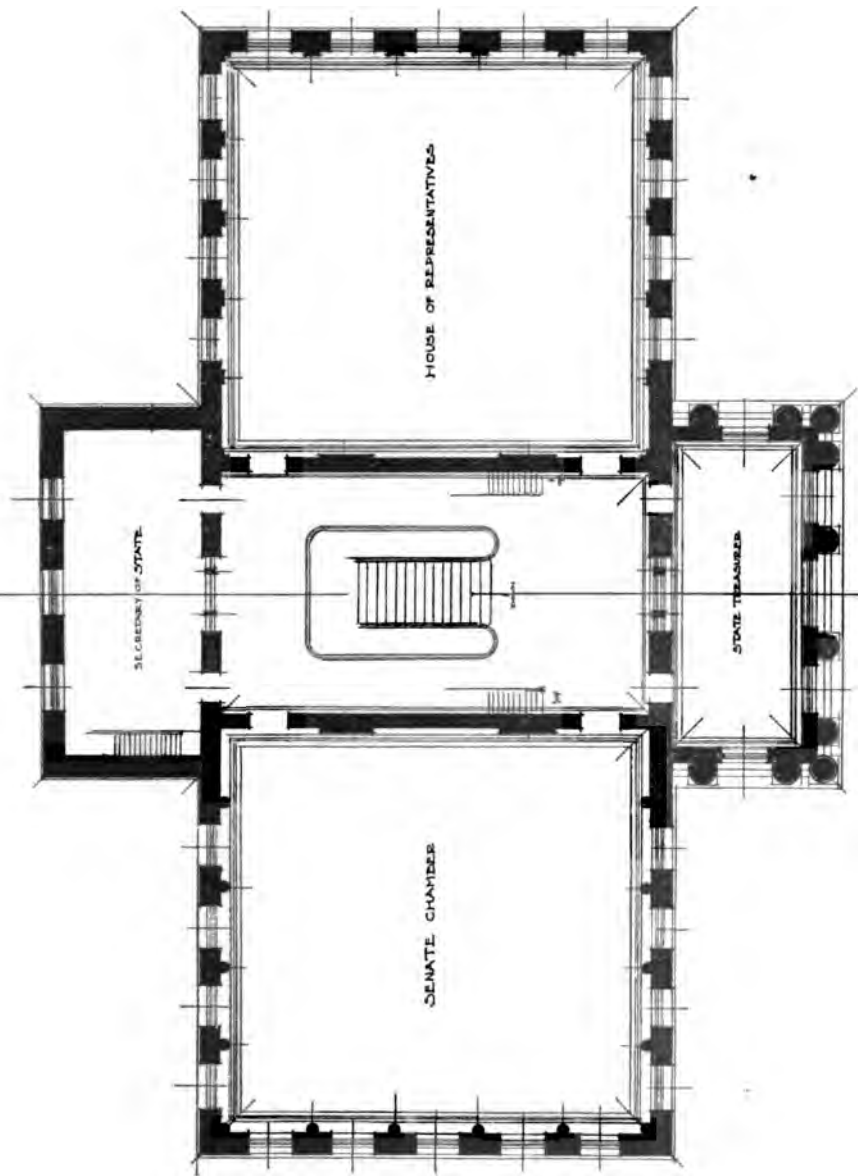
"It is, then, nearly two hundred and fifty years ago that this plot of land (State House Square), which was a part of the first purchase made by the English within the present limits of Connecticut, was deeded by Sequassen, sachem of the Tunxis or Hartford Indians, to Samuel Stone and others in behalf of the inhabitants of Hartford. This title to the land was confirmed by another Indian deed, dated July 16, 1670, being the first deed recorded in the Hartford town records.

In the year 1685 the Colony of Connecticut conveyed to the Town of Hartford all right and title to State House Square and certain other lands owned and possessed by the colony by virtue of the charter (granted by King Charles II in 1662). The town remained undisputed owner of the square, until in 1872, that portion lying east of this building (City Hall) was conveyed to the City of Hartford, and by the city deeded to the United States for government uses. As will be remembered, the town conveyed its remaining interest in the square and buildings to the City of Hartford in December last (1878). This square, which was for a long period the public training or parade ground of the Colony, was originally of much greater dimensions than at present, extending nearly to Kingsley

This floor plan shows the layout of the Supreme Court Room and the Governor's Office. The Supreme Court Room is a large rectangular space with a central area labeled "SUPREME COURT ROOM". It features a large window on the right wall and a door on the left wall. The Governor's Office is a smaller rectangular space located to the right of the Supreme Court Room, with a door on the left wall and a window on the right wall. A central hallway, labeled "HALL", connects the two rooms. The plan also shows a "VESTIBULE" area at the top right, which includes a set of stairs and a door leading to the Governor's Office. The entire plan is enclosed within a thick black border representing the building's walls.

OLD STATE CAPITOL BUILDING

SECOND FLOOR PLAN



11

Street on the north, Grove Street on the south and Market Street on the east. . . . Afterwards various persons petitioned the town for license to build shops on the highway and public square, and the petitions being granted, shops were built, and afterwards other buildings were erected upon their sites. In this way the "parade ground" and street were contracted to their present dimensions. . . .

The present old State House, or new City Hall, was begun in 1792, and was first occupied by the Legislature in 1796. In May, 1792, the General Assembly appointed a building committee, consisting of John Chester and four others, to superintend the erection of a new State House in Hartford, and at the same time appropriated £1,500 for the purpose, provided that the citizens of the City, Town and County of Hartford would raise a like amount by subscription on or before May, 1793. The citizens of Hartford took hold of the matter at once, and the original subscription paper is now in a frame hanging in the rooms of the Connecticut Historical Society in this city. It reads as follows: "The subscribers do engage to pay into the hands of John Chester, Noadiah Hooker, John Trumbull, John Cadwell, and John Morgan, when requested, the several sums of money annexed to their names, to be appropriated by the above-named persons in erecting and finishing a State House in the Town of Hartford."

Dated June 12, 1792.

Then follows a list of the subscribers, fifty-four in number, with amounts varying from \$25 to \$500. . . . The cost of the building was \$52,480.

The balustrade was added in 1815. . . . The cupola was added in 1822. . . . At the time of its completion it is said that this was the finest State House in the country. . . .

The structure originally faced to the east, but the greater part of the city is now upon the opposite side, and as the new City Hall, it faces to the west. The architect was Mr. Charles Bulfinch, who also designed the National Capitol at Washington. The east section of the building, in which has recently been constructed suites of rooms, was formerly an open portico, used for public addresses to the crowd who stood where the Post Office is now located. . . .

Five Presidents, Monroe, Jackson, Polk, Johnson and Grant have visited this building. In the aldermen's chamber in 1814 was held the famous Hartford Convention, which occasioned great excitement and much comment throughout the country. In the same chamber the Convention met in 1818 which framed the present Constitution of the State. There also General Lafayette held a public reception when making his last visit to this country in 1825. . . .

For nearly two hundred and fifty years the history of State House Square has been intimately connected with the history of our city and state. Here our ancestors for many generations met in council and enacted those laws and laid the foundations of those

institutions which have distinguished our state above her sisters. Let us trust that this building and square may be long preserved as a memento of former generations, and may those who in future years occupy these chambers as legislators be governed by the same patriotic motives and wise judgment which have distinguished their predecessors."

LETTERS FROM THE PEOPLE.

[*Miss Annie Eliot Trumbull, The Courant, March 7, 1906.*]

To the Editor of The Courant:—

The question of the preservation of the City Hall resolves itself into one of values, and of values the estimate of which will vary with the individual, or more properly with the class to which the individual belongs. For in the reckoning of values there are two classes forever divisible, and each class has much to say for its own point of view. In one point of view nothing is distinctly precious for institution, preservation or perpetuation, save that which yields a return in practical convenience or financial advantage; comfort takes precedence of inspiration and the quickest way of getting there is infinitely to be preferred to any primrose path whatever. It is the point of view of a position, strong, intrenched, almost impregnable, and which to the satisfaction of its holders, is not in the least likely to become discredited in our prosperous American life. But there is another class and not a small one—since it is not to be forgotten that even our foreign critics have come round to calling us a nation of idealists—in whose point of view mere beauty, historic association, dignified tradition, an elusive emotion, a flash of enthusiasm, have all values of their own, no less positive, no less actual than if they could be computed in dollars and cents or indicated in terms of labor saving machinery—values, in short, which sometimes transcend even the practical and which in the last analysis are neither sentimentality nor brummagem.

To this latter class belong those citizens of Connecticut who see in the City Hall—even though it be somewhat through a glass and darkly, on account of its melancholy chocolate paint—a memorial of a simpler if not a happier Hartford, of a period when, as we at least fondly believe, materialism was subordinate to patriotism and when the public wealth loomed less large than the public weal.

To the former class belongs the extremely practical and alert contingent which sees in City Hall Square an admirable site for one of the new buildings of the like of which Hartford is justly proud, a building which shall be many stories high, be provided with pneumatic tubes and electric elevators and everything handsome about it, and which shall bear across its ambitious facade, writ large, the

legend of the achievement of this marvelous Twentieth Century. It is not strange that in the amplitude of this vision, the vaguely stirring memories of a distant and half-forgotten colonial integrity, of revolutionary intrepidity and straitly housed, but not narrowly conceived, administration, should take on a certain humility and meagreness.

Perhaps it is without the bounds of possibility to unite these two sorts of thinkers in anything like whole-hearted co-operation, but after all, there may be a chance of something in the way of compromise, a compromise most desirable, since unfortunately the plans of one will, if carried out, put the claims of the other out of court altogether, not only for this, but for every succeeding generation.

Certainly there is something to be said in behalf of such association even to those to whom what is "safe and so far as may be convenient"—and moderate in price—would seem to embody the whole matter. Nothing is truer than that historic sentiment, and even an antiquity that is itself unbeautiful,—have an absolute concrete money value. A three legged chair that Washington sat on would draw from a guarded pocket a sum which a new one of Grand Rapids make, with its full and reputable complement of legs, will leave unrifled, and it is not only in such extreme cases that is evidenced this disposition to cherish what speaks of an honorable past. Nor would it seem that the character of the testimony offered is a controlling factor in the appraisal. A dishonorable past has rights of its own. History is, alas, not all the province of savory reputations and elevated circumstance. Even an execution does not always make a place uninteresting and the blood on the floor of Holyrood is we believe preserved with a care and investigated with an enthusiasm granted to few relics of philanthropy. To come somewhat nearer home, it has often been averred that there is no blacker chapter in our history than that of the Salem witchcraft delusion, yet Salem cherishes and recalls her disgrace in her choice of an emblem and, perhaps mistakenly, has brought it down from the dignity of tragedy to the triviality of farce. We are in some danger of perpetuating the slander of an earlier time by a preference for a material return rather than an immaterial benefit, by the application of a wooden nutmeg philosophy to the problem of the City Hall.

Granted that it is a matter largely of sentiment—this regard for unproductive beauty and lingering tradition—and that it is sometimes mixed up with what is cheap and unremunerative, nevertheless it is a sentiment that obtains widely among civilized peoples, and such widely accepted sentiments have a way of turning out practically, even financially, profitable. The flag itself is productive of a sentiment that is an excess of its par value as a decoration. Sentiment of one sort and another has conquered evil, fought battles and erected imperishable monuments; and, most emphatically in this special connection, it is shrewdly suspected by many to be a

more potent influence in the making of good citizens than more obvious forces. Thus it may fairly be allowed a place in the scales in which are being weighed the chances of the restoration of the City Hall along with those others which practical opinion finds "straight way to its mind, could value in a trice."

It may even be, furthermore, that there are people, respectable solid people—people with money to spend upon our Rialto—who would be more drawn to Hartford as a place of residence by the presence of a beautiful, restored, suggestive, dignified, Bulfinch City Hall than by the patent insistent, comparatively simple appeal to the practical man of a mammoth advertisement of a domestic product, quite in the Twentieth Century manner.

I chanced to pass Independence Hall the other day in its picturesque dignity, with its silent summons to remembrance of things past, as it stands protected, cherished in its wide place of pavement and park. There is no manner of doubt that that part of Chestnut street is most valuable from a mercantile point of view. About the modest brick of the colonial era rise great banking buildings of granite and iron; names and corporations of financial might testify to what solid material worth might take the place of that generous area. But what if Philadelphia should listen to the voice of a practical, economical charmer of a material prosperity, charming ever so wisely, and should tear down obsolete, empty, useless unburglar-proof, unelectric-wired Independence Hall, and put up in its place something durable and modern and handsome? The country would fall upon Philadelphia in a white heat of wrath which her municipal corruption has not provoked in the breasts of her best citizens. Better for Philadelphia, the country would asseverate, the sinking of millions in a stupendous "job" of public buildings than such frugality as this. And the country would be right. It was impossible to pass along that board pavement and look at the old brick walls with their suggestion of a step backwards into a quieter day, and not believe that its influence there in the crowded city street meant something of positive tangible value—an influence that, even if disregarded temporarily, would eventually make for a return to civic righteousness. It is a heritage not to be lightly held. Is it not possible that what Philadelphia owes in its preservation to the country, Hartford owes in some measure to the cities, towns and villages of one of the thirteen original states?

A. E. T.

[*Mr. John Allen, The Courant, March 10, 1906.*]

"The old State House was occupied first by the Legislature in 1796. At that time the population of the City of Hartford was about 4,500; the business part of the city was all or nearly all east of Front Street; buildings in the neighborhood of the Capitol then were few and far between. This building was beautifully situated on an ele-

vation fronting the east, in the midst of a small park which was encroached upon materially later by widening the streets. It was unfortunate that the Post Office was allowed to be built in front of it, but we have it now and cannot help it. Everything was well cared for while owned by the state (till 1879); necessary repairs were made when needed; probably one person or committee had the continued care of it.

During all this time citizens of Hartford were proud—and justly so—of this imposing and substantial building. . . . This building afterward fell into the hands of the city and necessarily the caretakers changed nearly every year, and sometimes had things done to it that ought not to have been done, and other times things left undone which ought to have been done, and with this condition of things for twenty-five years there should be no surprise that the building now needs serious attention and should have it. . . .

COMMON COUNCIL.

PETITION OF PROMINENT CITIZENS.

February 12, 1906

In the council board at the meeting of the Court of Common Council, Monday evening, Councilman Goodwin presented a petition, in behalf of the Civic Club of Hartford, for the restoration of the City Hall. The petition, as will be seen from the list of names appended to it, was influentially signed. Mr. Nystrom, the clerk, was proceeding to read it when Councilman Kashmann moved that the reading be dispensed with and that the petition with the names of the petitioners be printed. Councilman Goodwin, who introduced it, hoped that at least the concluding paragraph, which stated the purpose of the petition, and the names, would be read. The council showed a disposition to accede to Councilman Goodwin's request and the clerk read the essential paragraph and the names of the petitioners. The petition was referred to the joint special committee on city buildings and the special committee on the restoration of the City Hall. The aldermen concurred in this action.

The petition and signatures are as follows:

To the Honorable Court of Common Council:

GENTLEMEN:—Conspicuous alike for its beauty, its history, its age and its architect, stands the old Connecticut state house, in the center of Hartford. Designed by the celebrated Bulfinch, it was built in 1796, and during the century following many historic events occurred within its walls. Thus it links us to men and things of past generations, and is an inheritance dear to the whole state as well as to Hartford, in whose charge this priceless heritage has been placed. In the city of Washington stands, perhaps, the greatest work of Bulfinch, the noble capitol of the nation, a center of interest and admiration for eighty millions of people. Boston has its state house and Faneuil hall, works of the same great architect. Faithfully restored and reverently cherished, they have become the greatest treasures in the State of Massachusetts.

Connecticut also has her Bulfinch creation. Alone it stands, the only public building in the state of like age and worth. To destroy or let it go to destruction would be to inflict on coming generations an irreparable and unpardonable loss. It is not on the ground of sentiment alone that this appeal is made. A due regard for the material interests of the city requires the preservation of this unique relic. Features like this are of far greater value than any price which can be put upon them merely as piles of stone, brick and lumber. They serve as reminders of past deeds and thus educate and elevate the citizens. But they also attract visitors, and looking into the future one can easily see how the preservation of this historic building, a genuine Bulfinch, will secure to the city an asset as real as in Shakespeare's humble home for Stratford or Blarney castle for the city of Cork.

There has been, in recent years, an awakening to the value, both sentimental and material, of historic landmarks. There is an association called the American Scenic and Historic Preservation society, with Walter Seth Logan as its president and J. Pierpont Morgan as its honorary president, which has been laboring to preserve both the natural beauties and the ancient landmarks of the country for the benefit of future generations. A statistician with a business turn of mind has estimated that the monuments and historic places of Paris, together with the civic pride of the people which has kept it the city beautiful, pay immense dividends.

Hartford cannot afford to part with a property which distinguishes it above all other cities of the state and which could never be replaced. We, the undersigned, therefore appeal to you to protect the interests of the city and the state by restoring this building to its original condition,—the brown stone and brick of the exterior to be cleaned and the woodwork renovated, that all may see it as it stood when it left the hand of its famous designer; the interior of the building to be arranged for such purposes as may hereafter be desired and all preserved in the most thorough and durable manner possible.

Gov. Henry Roberts,
Ex-Gov. G. McLean,
Rt. Rev. M. Tierney,
Rt. Rev. C. Brewster,
Judge N. Shipman,
Col. F. W. Cheney,
A. R. Hillyer,
Dr. F. T. Simpson,
Charles E. Perkins,
Rev. J. H. Twitchell,
Lucius Robinson,
John T. Robinson,
Judge W. Hamersley,
Judge S. O. Prentice,
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John F. Gunshanan,
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Charles Noel Flagg,
John B. Lunger,

John M. Taylor,
Herbert White,
D. H. Wells,
William H. Deming,
Chas. E. Thompson,
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Charles E. Prior,
Alfred T. Richards,
Nathan F. Peck,
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R. W. Huntington, Jr.,
Jonathan B. Bunce,
John M. Holcombe,
William A. Moore,
A. A. Welch,
Silas H. Cornwell,
Charles E. Gross,
Chas. Welles Gross,
William W. Hyde,
William B. Clark,
Alexander C. Adams,
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Edward Milligan,
Atwood Collins,
W. H. King,
Samuel G. Dunham,
Rev. E. P. Parker,
Prof. J. J. McCook,
Prof. C. F. Johnson,
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Rev. C. Brenton,

Prof. Robt. B. Riggs,
Prof. W. R. Martin,
Elmer T. Merrill,
Wilton M. Urban,
J. D. Flynn,
A. H. Shearer,
H. C. Swan,
Charles E. Rogers,
K. W. Genthe,
Frederick R. Hovey,

New Haven.

Pres. A. T. Hadley,
Col. Norris G. Osborn,
Prof. H. W. Farnam,
William W. Farnam,
Morris F. Tyler,
Prof. W. Walker,
Judge S. E. Baldwin,
Hon. Eli D. Whitney,

Berlin.

Hon. Chas. M. Jarvis,
Hon. F. L. Wilcox,

Willimantic.

Gen. William A. King.

COMMITTEES ASK FOR \$250 FOR EXAMINATION OF BUILDING.

March 12, 1906

The special committee on the restoration of the City Hall building and the joint committee on City Buildings, presented in the board of Aldermen last evening by Alderman Bartlett, chairman of the former committee, the following report:—

Your committees have held three meetings and one private hearing. They have also held a public hearing under the authority given them at which a large number of citizens were present and at which your committees were honored by a great variety of opinions as to the cost of restoration. Inasmuch as the great majority of the speakers were in favor of some sort of restoration, but as nearly everyone had been informed by a reliable builder as to the necessary cost and as nearly all of the estimates differed, it seemed best to your committees that some competent person should be employed by your committees to thoroughly examine the building and ascertain what sum will be necessary to put it in really sound condition for a considerable period of time, make it attractive to the eye, and, if possible, to restore it to something approaching its original condition. Your committees are utterly unable to finally report on this matter as a whole until this preliminary step has been taken, and therefore recommend that the appended resolution be referred to the Board of Finance with the request that said Board report to your honorable body at your next meeting.

Respectfully submitted,

COMMITTEE ON RESTORATION OF CITY HALL.

By WARREN T. BARTLETT, *Chairman.*

JOINT STANDING COMMITTEE ON CITY BUILDINGS.

By HIRAM H. CHASE, *Chairman.*

Resolved, That the joint special committee and the city building committee to whom was referred the matter of the restoration or repair of the City Hall, be and they are hereby authorized to employ an architect for the purpose of obtaining preliminary estimates as to the cost of restoring or repairing said City Hall, and the sum of \$250 be and it is hereby appropriated for the purpose of obtaining such preliminary estimates.

The report was accepted as one of progress and the resolution was referred to the Board of Finance, in which action the lower board concurred.

PUBLICATIONS OF
THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT

BULLETIN No. 6



PROCEEDINGS

OF

THE ANNUAL MEETING

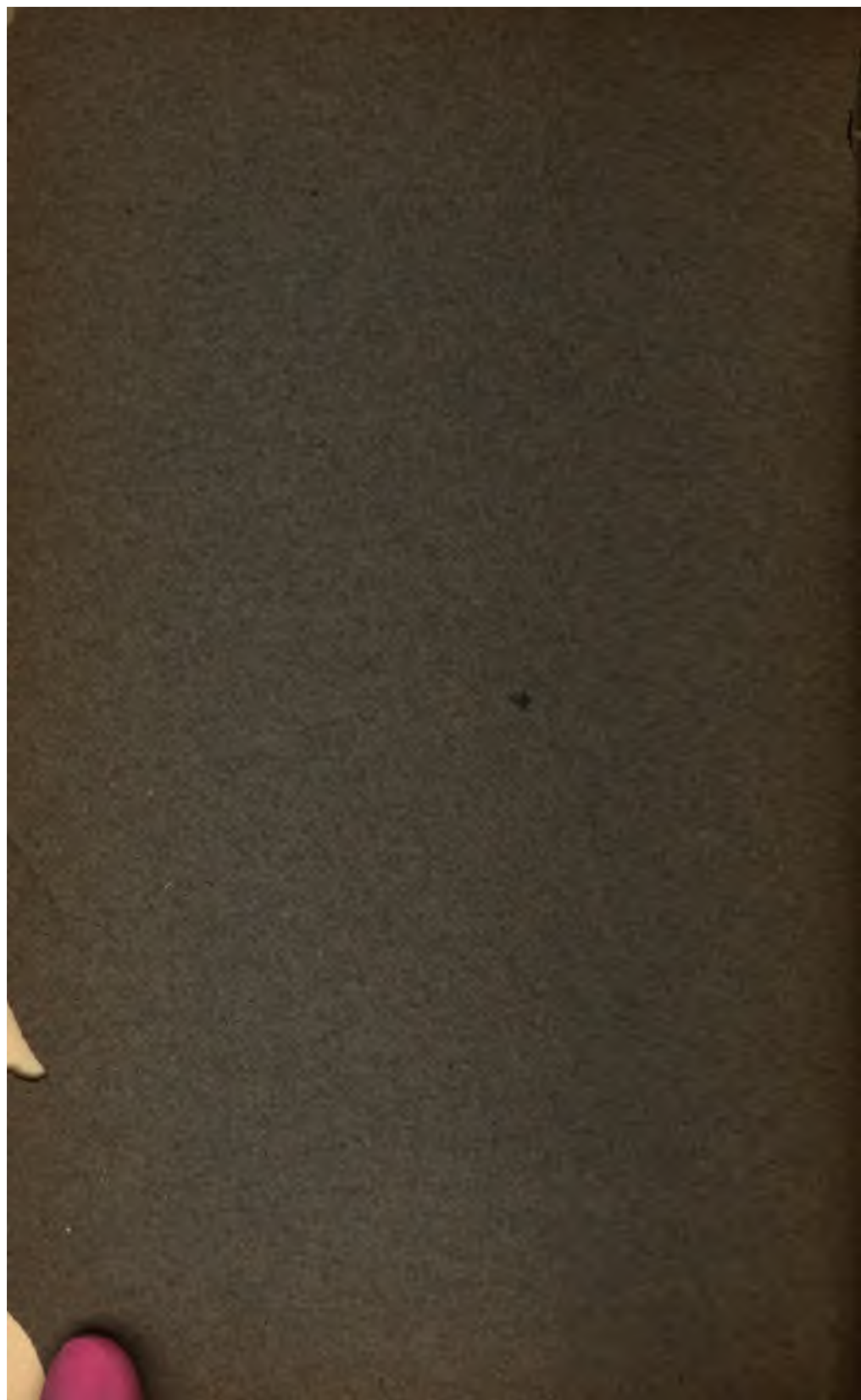
NOVEMBER 27, 1906

Officers, Members, Reports of Standing
Committees



ORGANIZED 1894

HARTFORD, CONN.
PUBLISHED BY THE SOCIETY
1907



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**PUBLICATIONS OF
THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT**

BULLETIN No. 6

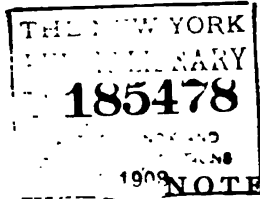
**PROCEEDINGS
OF
THE ANNUAL MEETING
NOVEMBER 27, 1906**

**Officers, Members, Reports of Standing
Committees**



ORGANIZED 1904

**HARTFORD, CONN.
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1907**



BULLETIN No. 6 of the Municipal Art Society of Hartford is published in accord with a resolution passed by the Board of Directors, January 10, 1907, which provided that it should contain "the proceedings of the last annual meeting, the reports of the standing committees, and also a revised list of the members of the Society."

It is hoped that this condensed report of the year's work will prove a source of encouragement to our members and of interest to the citizens of Hartford.

PUBLICATION COMMITTEE.

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The Municipal Art Society of Hartford

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STANDING COMMITTEES

The President read his nominations to membership upon the various Standing Committees. The various nominations were discussed and certain additions made. The following nominations by the President were on motion approved:

Committee on Baths and Houses of Comfort.

JOHN F. GUNSHANAN, *Chairman.*

CHARLES R. GREEN

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 FRANCIS PARSONS
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MRS. LUCIUS F. ROBINSON
 MRS. JAMES P. ANDREWS
 ROBERT B. BRANDEGEE

Finance Committee.

CHARLES A. GOODWIN

H. HILLIARD SMITH

Committee on Law.EDWARD J. GARVAN, *Chairman*

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 L. P. WALDO MARVIN

MORRIS OLDER
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FRANK C. SUMNER
 EDWARD M. DAY
 EDWARD L. SMITH

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 ROBERT C. GLAZIER

CHRISTOPHER JOHNSTONE
 HENRY R. BUCK

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 WILLIS I. TWITCHELL
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THOMAS S. WEAVER
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Committee on Permanent Work.HENRY A. PERKINS, *Chairman*

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COMMITTEES

5.

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Press Committee.

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T. JEFFERSON KELLEY

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MISS ELIZABETH S. STEDMAN,
MISS MABEL C. TULLER,
ANDREW J. WELCH.

DECEASED MEMBERS

MRS. SAMUEL COLT.
MISS LOUISA S. HAAS.

ANNUAL MEMBERS

ABRAMS, ALVA E.,	43 Washington Street.
ABRAMS, MISS EFFIE,	43 Washington Street.
ADLER, MRS. C. H.,	424 Washington Street.
AISHBERG, EDWIN,	30 Buckingham Street.
ALLEN, EDWIN S.,	670 Main Street.
ALLEN, ISAAC A.,	904 Main Street.
Allen, Normand F.,	520 Farmington Avenue.
AMBS, CHARLES L.,	1281 Main Street.

ANDRETTA, ANTONIO S.,	22 Village Street.
ANDREWS, JAMES P.,	37 Willard Street.
ANDREWS, MRS. JAMES P.,	37 Willard Street.
ANGUS, WILLIAM,	110 Oak Street.
BALDWIN, EDWARD M.,	214 Pearl Street.
<i>Ballerstein, Raphael,</i>	153 Lafayette Street.
BALLERSTEIN, MRS. RAPHAEL,	153 Lafayette Street.
BARNEY, D. NEWTON,	Farmington, Conn.
BARTON, MISS MARY C.,	57 Forest Street.
BARTON, MATTHEW H.,	650 Main Street.
BAXTER, WILLIAM G.,	231 Asylum Street.
BEACH, CHARLES C.,	54 Woodland Street.
<i>Beach, Mrs. Charles C.,</i>	54 Woodland Street.
BEACH, MRS. ELIZABETH H. J.,	104 Main Street.
BEARDSLEY, CLARENCE I.,	60 Cone Street.
BECKWITH, OLIVER R.,	3 Asylum Street.
BENJAMIN, HOWARD W.,	326 Sargeant Street.
BENNETT, M. TOSCAN,	6 Park Terrace.
BENNETT, MRS. M. TOSCAN,	6 Park Terrace.
BINGHAM, MRS. EDWIN H.,	44 Gillett Street.
BIRDSEYE, ARTHUR J.,	50 State Street.
BLISS, EDWARD B.,	173 Collins Street.
BLISS, FREDERICK J.,	17 Lewis Street.
BLISS, FREDERICK S.,	73 Farmington Avenue.
BLUMENTHAL, I. R.,	106 Ann Street.
BOARDMAN, WILLIAM F. J.,	74 Farmington Avenue.
BOTSFORD, MISS MARY B.,	121 Sigourney Street.
BRABAZON, THOMAS,	670 Main Street.
BRACKETT, F. A.,	92 Barbour Street.
BRAINARD, HARRY L.,	456 Washington Street.
<i>Brainard, Mrs. Mary B.,</i>	135 Washington Street.
BRAINARD, MORGAN B.,	135 Washington Street.
BRANDEGEE, ROBERT B.,	Farmington, Conn.
BRIGHAM, CLEMENT H.,	114 Wooster Street.
BRITTON, CHARLES O.,	554 Prospect Avenue.
BRITTON, JAMES J.,	59 May Street.
BROCKLESBY, WILLIAM C.,	36 Pearl Street.
BUCK, HENRY R.,	18 Girard Avenue.
BUCK, MRS. HENRY R.,	18 Girard Avenue.
BUCK, JOHN H.,	37 Forest Street.
BUCK, JOHN R.,	37 Forest Street.
BUCKLEY, PATRICK R.,	42 Asylum Street.
<i>Bulkeley, Morgan G.,</i>	136 Washington Street.
BULKELEY, MRS. MORGAN G.,	136 Washington Street.
BULKLEY, MISS MARY,	924 Asylum Avenue.
BUNCE, MRS. JOHN L.,	4 Willard Street.
BUNCE, MRS. JONATHAN B.,	61 Edwards Street.
BUNCE, DR. PHILLIP D.,	98 High Street.
BUNCE, WILLIAM GEDNEY,	904 Main Street.
BUNDY, HORACE L.,	904 Main Street.
BURNELL, CALVIN J.,	35 Willard Street.
BUTHS, JOSEPH,	50 Allen Place.
CADY, ERNEST,	249 Farmington Avenue.
CAIRNS, MISS ELIZABETH J.,	80 Clark Street.
CAMP, JOHN SPENCER,	1021 Asylum Avenue.
CAPORALE, ROCCO,	18 State Street.
CARLETON, WILLIAM N.,	Trinity College.
CARNEY, WILLIAM C.,	59 Belden Street.
CHAPIN, GILBERT W.,	350 Farmington Avenue.
CHAPIN, MERRICK W.,	23 May Street.
CHAPMAN, SILAS, JR.,	123 Trumbull Street.
CHASE, GEORGE L.,	914 Asylum Avenue.

CHASE, WARREN D.,	739 Main Street.
CHENEY, FRANK W.,	South Manchester, Conn.
CHENEY, MRS. FRANK W.,	South Manchester, Conn.
CHENEY, LOUIS R.,	40 Woodland Street.
CHENEY, MRS. LOUIS R.,	40 Woodland Street.
<i>Cheney, Richard O.,</i>	South Manchester, Conn.
<i>Cheney, Mrs. Richard O.,</i>	South Manchester, Conn.
CHESEBRO, JAMES L.,	904 Main Street.
CHURCH, EARL D.,	53 Trumbull Street.
CHURCHILL, MRS. FREDERICK H.,	New Britain, Conn.
CHURCHILL, MISS ROSE,	New Britain, Conn.
CLARK, HERBERT G.,	800 Main Street.
CLARK, HORACE B.,	64 State Street.
CLARK, MISS MARY H.,	160 Garden Street.
CLARK, ROSCOE N.,	800 Main Street.
CLARK, WALTER H.,	32 Atwood Street.
CLARK, WILLIAM B.,	783 Main Street.
CLAUSSEN, EDWARD E.,	78 Edwards Street.
CONE, JAMES B.,	640 Farmington Avenue.
CONE, MRS. JAMES B.,	640 Farmington Avenue.
CONKLIN, HARRY S.,	983 Asylum Avenue.
CONKLIN, WILLIAM P.,	1015 Asylum Avenue.
COOK, ALBERT S.,	90 Gillett Street.
COOK, MRS. ALBERT S.,	90 Gillett Street.
COOK, MRS. ANSEL G.,	340 Farmington Avenue.
CORBIN, WILLIAM H.,	1217 Main Street.
CORSON, WILLIAM R. C.,	36 Pearl Street.
CROSSFIELD, FREDERIC S.,	75 Pratt Street.
CUMMINGS, MISS ALICE T.,	180 Sargeant Street.
CUSHMAN, FRANK S.,	41 Ellsworth Street.
CUTLER, RALPH W.,	101 Washington Street.
DANFORTH, MISS E.,	67 Buckingham Street.
DANIELS, LEONARD C.,	64 Farmington Avenue.
DAVIS, FREDERICK W.,	79 Vernon Street.
DAVIS, MRS. FREDERICK W.,	79 Vernon Street.
DAVIS, JOSIAH H. K.,	3 Park Terrace.
DAVIS, SOLON P.,	86 Edwards Street.
DAVIS, MRS. SOLON P.,	86 Edwards Street.
DAY, ARTHUR P.,	957 Asylum Avenue.
DAY, EDWARD M.,	50 State Street.
DAY, GEORGE H.,	401 West End Avenue, New York City.
DAYTON, FRED E.,	202 High Street.
DEBONIS, DOMINICK A.,	45 Windsor Avenue.
DENNIS, MISS BERTHA P.,	98 Washington Street.
DEWING, MRS. LEONARD H.,	80 Buckingham Street.
DIMOND, JOHN E.,	2 Central Row.
DIXON, MISS ELIZABETH L.,	159 Farmington Avenue.
DOTY, SAMUEL C.,	50 State Street.
DUNHAM, SAMUEL G.,	1030 Asylum Avenue.
DUNHAM, MRS. SAMUEL G.,	1030 Asylum Avenue.
EBERLE, EDWARD,	902 Main Street.
ENDERS, JOHN O.,	17 Highland Street.
ENDERS, MRS. JOHN O.,	17 Highland Street.
ENGLISH, MRS. JOEL L.,	12 Fern Street.
<i>Entress, Albert,</i>	599 Main Street.
FARNHAM, CHARLES S.,	800 Main Street.
FAXON, WALTER C.,	29 Huntington Street.
FAXON, MRS. WALTER C.,	29 Huntington Street.
FELT, LEVI L.,	142 Jefferson Street.
FENN, E. HART,	Wethersfield, Conn.

FERGUSON, MRS. HENRY,	123 Vernon Street.
FLAGG, CHARLES NOEL,	90 Washington Street.
FLAGG, MRS. CHARLES NOEL,	90 Washington Street.
FORD, FREDERICK L.,	800 Main Street.
FORD, MRS. FREDERICK L.,	27 Ward Street.
FOSTER, MRS. ELLIOT C.,	17 Girard Avenue.
FOX, ROBERT H.,	45 Elmer Street.
FRANCIS, EDWARD M.,	770 New Britain Avenue.
FRANKLIN, MISS BESSIE L.,	145 Woodland Street.
FRAYER, WILLIAM W.,	446 Asylum Street.
FREEMAN, HARRISON B., JR.,	566 Prospect Avenue.
FREEMAN, MRS. HARRISON B., JR.,	566 Prospect Avenue.
FURLONG, FRANK P.,	58 State Street.
GARVAN, EDWARD J.,	36 Pearl Street.
GARVAN, PATRICK,	236 Farmington Avenue.
GAY, FRANK B.,	658 Farmington Avenue.
GAY, GEORGE A.,	West Hartford, Conn.
GILBERT, CHARLES E.,	60 Gillett Street.
GILBERT, MRS. CHARLES E.,	60 Gillett Street.
GILLET, ARTHUR L.,	1 Wethersfield Avenue.
GILMAN, MRS. GEORGE H.,	149 Lafayette Street.
GLADDING, CURTIS P.,	1203 Main Street.
GLADWIN, SIDNEY M.,	36 Pearl Street.
GLAZIER, ROBERT C.,	124 Asylum Street.
GODARD, GEORGE S.,	66 Blue Hills Avenue.
GODARD, MRS. GEORGE S.,	66 Blue Hills Avenue.
GOODMAN, RICHARD J.,	50 State Street.
GOODRICH, CHARLES C.,	253 Capitol Avenue.
GOODRICH, MRS. CHARLES C.,	253 Capitol Avenue.
GOODRICH, RAYMOND M.,	63 Highland Street.
GOODRICH, MRS. RAYMOND M.,	63 Highland Street.
GOODRICH, THEODORE H.,	73 Washington Street.
GOODRICH, MRS. THEODORE H.,	73 Washington Street.
GOODWIN, CHARLES A.,	36 Pearl Street.
GOODWIN, FRANCIS,	103 Woodland Street.
GOODWIN, MRS. FRANCIS,	103 Woodland Street.
GOODWIN, F. SPENCER,	103 Woodland Street.
GOODWIN, JAMES,	76 Garden Street.
GOODWIN, MRS. JAMES J.,	83 Woodland Street.
GOODWIN, WALTER L.,	1204 Asylum Avenue.
GOODWIN, MRS. WALTER L.,	1204 Asylum Avenue.
GORDY, MRS. WILBUR F.,	Springfield, Mass.
GORTON, PHILIP G.,	49 Pearl Street.
GRAVES, MRS. MILES W.,	638 Asylum Avenue.
GRAY, A. MERWIN,	670 Prospect Avenue.
GRAY, MRS. A. MERWIN,	670 Prospect Avenue.
GREEN, CHARLES R.,	State Capitol.
GREEN, DAVID I.,	57 Trumbull Street.
GREEN, JAMES W.,	370 Asylum Street.
GREENBERG, MRS. LEON,	13 Wethersfield Avenue.
GREENE, JACOB H.,	184 Sigourney Street.
GREENE, MRS. JACOB H.,	184 Sigourney Street.
GRESHAM, SAMUEL P.,	Care of Gresham & Quinlan, 617 4th Ave., Louisville.
GRIFFIN, WALTER V.,	Wadsworth Atheneum.
GROSS, CHARLES E.,	750 Main Street.
GROSS, CHARLES WELLES,	750 Main Street.
GUNSHANAN, JOHN F.,	19 Affleck Street.
HAAS, BENJAMIN L.,	15 Niles Street.
HAAS, LOUIS B.,	79 Imlay Street.
HAAS, WILLIAM P.,	P. O. Box 720.

HAGARTY, FRANK A.,	11 Central Row.
HALL, CLARENCE L.,	61 Wethersfield Avenue.
HALLIDAY, WILBUR T.,	114 Pearl Street.
HAMERSLEY, WILLIAM,	180 Farmington Avenue.
HANSEL, CHARLES R.,	18 Asylum Street.
HANSELL, MISS CAROLINE,	73 Forest Street.
HANSLING, PHILIP, JR.,	800 Main Street.
HAPGOOD, EDWARD T.,	141 Trumbull Street.
HARRINGTON, EMERSON F.,	7 Charter Oak Place.
HARPER, J. WARREN,	50 State Street.
HART, MRS. EDWARD G.,	69 Willard Street.
HART, MRS. GERALD W.,	24 Highland Street.
HARTRANFT, FREDERICK B.,	49 Pearl Street.
HARVEY, FOSTER E.,	865 Main Street.
HENKE, MISS FRANCESCA A.,	36 Jefferson Street.
HENNEY, WILLIAM F.,	11 Central Row.
HEUBLEIN, LOUIS F.,	Hotel Heublein.
HEWES, DWIGHT N.,	725 Main Street.
HEWINS, MISS CAROLINE M.,	Wadsworth Athenaeum
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HILLS, J. COOLIDGE,	19 Atwood Street.
<i>Hillyer, Mrs. Appleton R.,</i>	91 Elm Street.
HILLYER, DRAYTON,	96 Woodland Street.
HILLYER, MISS LUCY,	91 Elm Street.
HILLYER, MISS MARY,	91 Elm Street.
HOLCOMBE, HAROLD G.,	49 Pearl Street.
HOLCOMBE, JOHN M.,	79 Spring Street.
HOLCOMBE, MRS. JOHN M.,	79 Spring Street.
HOLDEN, BENEDICT M.,	875 Broad Street.
HOLDEN, MRS. BENEDICT M.,	875 Broad Street.
HONEY, FREDERIC R.,	73 Wethersfield Avenue.
HOOKE, THOMAS W.,	119 Capitol Avenue.
HOOKE, MRS. EDWARD W.,	10 Myrtle Street.
HOWARD, CHARLES P.,	116 Farmington Avenue.
HONISS, WILLIAM H.,	370 Asylum Street.
HUSSEY, SAMUEL J.,	99 Edwards Street.
HUSSEY, MRS. SAMUEL J.,	99 Edwards Street.
HYDE, ALVAN WALDO,	2 Central Row.
JEWELL, MRS. CHARLES A.,	140 Washington Street.
JOHNSON, MISS ELEANOR,	79 Elm Street.
JOHNSON, MISS MABEL,	79 Elm Street.
JOHNSTONE, CHRISTOPHER,	45 Pratt Street.
JONES, MISS MARY G.,	15 North Street.
KELLER, GEORGE,	11 Park Terrace.
KELLER, MRS. GEORGE,	11 Park Terrace.
KENDALL, GEORGE E.,	704 Main Street.
KNIGHT, JAMES H.,	6 Charter Oak Place.
LANDERS, GEORGE M.,	New Britain, Conn.
LAWRENCE, CHARLES H.,	199 Sigourney Street.
LAWRENCE, MRS. CHARLES H.,	199 Sigourney Street.
LAWRENCE, NED,	357 Capitol Avenue
LEIGH, MISS JESSIE,	32 Ward Street.
LEVY, MISS PAULINE EMMA,	96 Main Street.
LEWIS, MISS MARY V.,	312 Farmington Avenue.
LEWIS, ROBERT H.,	485 Albany Avenue.
LOOMIS, MRS. THOMAS R.,	320 Farmington Avenue.
LORENZ, WILLIAM A.,	370 Asylum Street.
LUNGER, JOHN B.,	9 South Highland Street.
LUTHER, FLAVEL S.,	Trinity College.
LYMAN, THEODORE,	22 Woodland Street.
LYON, MRS. BERNARD,	14 Shultas Place.

MACK, JOHN F.,	852 Main Street.
MARKS, MRS. M. F.,	598 Farmington Avenue.
MCADAM, LUCIUS,	562 Prospect Avenue.
MCADAM, MRS. LUCIUS,	562 Prospect Avenue.
MCCOOK, JOHN B.,	396 Main Street.
MCCOOK, JOHN J.,	396 Main Street.
MCLAIN, MRS. ROBERT L.,	145 Woodland Street.
MCMANUS, CHARLES,	109 Washington Street.
MCMANUS, HENRY,	318 Collins Street.
MCMANUS, JAMES,	80 Pratt Street.
MCMANUS, MRS. JAMES,	80 Pratt Street.
MCMANUS, JAMES G.,	36 Pearl Street.
MARVIN, L. P. WALDO,	36 Woodland Street.
MASLEN, STEPHEN,	83 Washington Street.
MAYER, JEROME,	11 Central Row.
MERRITT, JOSEPH,	315 Pearl Street.
MERROW, MRS. GEORGE W.,	34 Forest Street.
MIDDLEBROOK, L. F.,	650 Main Street.
MIEL, ERNEST DEF.,	120 Sigourney Street.
MILLIGAN, EDWARD,	783 Main Street.
MITCHELL, EDWIN K.,	57 Gillett Street.
MITCHELL, MRS. EDWIN K.,	57 Gillett Street.
MIX, CLIFFORD C.,	36 Pearl Street.
MORGAN, ALBERT,	53 Trumbull Street.
MORTSON, GEORGE,	904 Main Street.
MOYER, CURTIS H.,	45 Pratt Street.
MUNYAN, MRS. CHESTER,	37 Gillett Street.
NAIRN, MRS. JOHN J.,	50 Atwood Street.
NEY, JOHN M.,	265 Asylum Avenue.
NICHOLS, JAMES,	948 Asylum Avenue.
O'CONNOR, MISS ALICE K.,	25 Gillett Street.
O'KEEFE, MICHAEL,	902 Main Street.
OLDER, MORRIS,	11 Central Row.
OWEN, CHARLES H.,	223 Asylum Street.
PALMER, MRS. FRANCES C.,	1054 Asylum Avenue.
PARDEE, MISS SARAH N.,	132 Washington Street
PARKER, CHARLES E.,	50 State Street.
PARKER, FRANCIS H.,	902 Main Street.
PARKER, GEORGE A.,	12 Blue Hills Avenue
PARKER, JOHN M., JR.,	8 Preston Street.
PARKER, MRS. JOHN M., JR.,	8 Preston Street.
PARSONS, FRANCIS,	960 Prospect Avenue.
PARSONS, MRS. FRANCIS,	960 Prospect Avenue.
PATON, LEWIS B.,	50 Forest Street.
PEASE, MRS. CHARLES A.,	369 Laurel Street.
PEASE, MISS CLARA A.,	Hartford High School.
PECK, ERMON M.,	800 Main Street.
PEILER, KARL J.,	56 Allen Place.
PERKINS, ARTHUR,	14 State Street.
PERKINS, MRS. GEORGE,	78 Elm Street.
PERKINS, HENRY A.,	27 Marshall Street.
PERKINS, MISS LUCY,	49 Woodland Street.
PERKINS, MISS MABEL,	78 Elm Street.
PERKINS, THOMAS C.,	73 Imlay Street.
PERKINS, MRS. THOMAS C.,	73 Imlay Street.
PIERCE, WILLIAM J.,	543 New Britain Avenue.
PIERSON, WILLIAM W.,	33 Ward Street.
PILLION, HENRY J.,	208 Collins Street.
PITKIN, HOWARD S.,	East Hartford, Conn.
Pope, Alfred A.,	Farmington, Conn.

POST, WILLIAM S.,	219 Asylum Street.
POTTER, ROCKWELL H.,	142 Washington Street.
PRATT, WALDO S.,	86 Gillett Street.
PRESTON, EDWARD V.,	31 Gillett Street.
PRESTON, MISS EVELYN W.,	31 Gillett Street.
RANDALL, HERBERT,	25 Marshall Street.
RANNEY, WILLIAM W.,	45 Niles Street.
RAPELYE, CHARLES A.,	853 Main Street.
REDFIELD, EDWARD D.,	648 Asylum Avenue.
REDFIELD, HENRY S.,	5 Central Row.
REDFIELD, HOSMER P.,	777 Main Street.
REED, GEORGE R.,	66 State Street.
RICE, WILLARD A.,	214 Pearl Street.
RICHARDS, ALFRED T.,	15 Townley Street.
RIGGS, ROBERT B.,	35 Forest Street.
RIGGS, MRS. ROBERT B.,	35 Forest Street.
RIPLEY, JOHN C.,	752 Main Street.
ROBERTS, GEORGE,	63 Washington Street.
ROBERTS, HENRY,	129 Lafayette Street.
ROBERTS, MRS. HENRY,	129 Lafayette Street.
ROBINSON, MRS. LUCIUS F.,	45 Forest Street.
RODGERS, CLARENCE M.,	504 Prospect Avenue.
ROOD, STANLEY H.,	240 Sigourney Street.
ROPKINS, MRS. EDGAR L.,	856 Prospect Avenue.
ROOT, EDWARD K.,	49 Pearl Street.
ROSS, HERBERT A.,	26 State Street.
ROYCE, PHILANDER C.,	801 Asylum Avenue.
RUEDLINGER, C. NICHOLAS,	736 Broad Street.
RUSSELL, THOMAS W.,	774 Asylum Avenue.
SANBORN, WILLIAM A.,	684 Farmington Avenue.
SANBORN, MRS. WILLIAM A.,	684 Farmington Avenue.
SCHUTZ, ROBERT H.,	97 Elm Street.
SCHUTZ, WALTER S.,	36 Pearl Street.
SEYMOUR, RALPH R.,	803 Main Street.
SHELDON, PAUL,	800 Main Street.
SIMPSON, SAMUEL,	250 Collins Street.
SLOAN, CHARLES,	125 Kenyon Street.
SLOCUM, CHARLES H.,	800 Main Street.
SMITH, CLARENCE H.,	56 Prospect Street.
SMITH, EDWARD L.,	11 Central Row.
SMITH, E. TERRY,	255 Capitol Avenue.
SMITH, MRS. E. TERRY,	255 Capitol Avenue.
SMITH, F. GOODWIN,	17 Charter Oak Place.
SMITH, H. HILLIARD,	36 Pearl Street.
SMITH, WILLIAM H.,	49 Pearl Street.
SOMMER, CHARLES O.,	99 Williams Street.
SOUTHER, HENRY,	760 Prospect Avenue.
SPERRY, HENRY M.,	76 State Street.
<i>Stedman, Miss Elizabeth S.,</i>	79 Elm Street.
STEELE, EDWARD L.,	902 Main Street.
STONER, GEORGE J.,	26 State Street.
STRANT, CHARLES H.,	995 Main Street.
SUMNER, FRANK C.,	609 Farmington Avenue.
SUMNER, MRS. FRANK C.,	409 Farmington Avenue.
TALCOTT, GEORGE S.,	New Britain, Conn.
TALCOTT, MRS. GEORGE S.,	New Britain, Conn.
TAYLOR, JOHN M.,	64 Garden Street.
TAYLOR, MRS. JOHN M.,	64 Garden Street.
TRUMBULL, MISS ANNIE E.,	734 Asylum Avenue.
TUCKER, JAMES E.,	6 Myrtle Street.

ANNUAL MEMBERS

<i>Tuller, Miss Mabel C.</i> ,	43 Park Street.
TURNBULL, THOMAS,	763 Asylum Avenue.
TUTTLE, JOSEPH P.,	50 State Street.
TWITCHELL, WILLIS I.,	31 Atwood Street.
VEEDER, CURTIS H.,	40 Willard Street
WACHTER, FRANK,	4 Ward Street.
WARNER, MRS. CHARLES D.,	57 Forest Street.
WARNER, EDWARD H.,	637 Albany Avenue.
WARNER, HERBERT O.,	22 Marshall Street.
WASHBURN, ALBERT L.,	114 Pearl Street.
WATERMAN, EDGAR F.,	Trinity College.
WATSON, ALEXANDER,	283 Sheldon Street
WEAVER, THOMAS S.,	50 State Street
WEBB, R. L.,	Mystic, Conn.
<i>Welch, Andrew J.</i> ,	Hotel Heublein.
WELCH, ARCHIBALD A.,	21 Woodland Street.
WELCH, MRS. ARCHIBALD A.,	21 Woodland Street
WELCH, HENRY K. W.,	17 Woodland Street.
WELLING, MRS. JAMES C.,	159 Farmington Avenue.
WELLS, DR. ERNEST A.,	693 Albany Avenue.
WELLS, THOMAS D.,	33 Capitol Avenue.
WENTWORTH, DANIEL F.,	904 Main Street.
WHITE, HENRY C.,	1034 Prospect Avenue.
WHITE, HERBERT H.,	36 Pearl Street.
WHITMORE, WILLIAM F.,	424 Asylum Street.
WHITNEY, HENRY D.,	730 Main Street.
WHITON, FRANK W.,	147 Clark Street.
WICKHAM, CLARENCE H.,	P. O. Box 645.
WILLIAMS, DR. ALLEN H.,	772 Asylum Avenue.
WILLIAMS, MRS. BERNARD T.,	17 Woodland Street.
WILLIAMS, MRS. GEORGE C. F.,	17 Atwood Street.
WILLIAMS, MRS. GEORGE G.,	28 Prospect Street.
WILLIAMS, HARRY R.,	836 Prospect Avenue.
WIRTH, THEODORE,	Elizabeth Park.
WOLCOTT, MISS HELEN L.,	Goodwin Building.
WOLFF, ARTHUR J.,	1 Spring Street.
WOODWARD, CHARLES G.,	742 Asylum Avenue
WOODWARD, JOSEPH H.,	85 Elm Street.
WORTHINGTON, CHARLES A.,	157 Beacon Street.
WRIGHT, JOEL F.,	904 Main Street.
ZUNNER, GEORGE,	756 Main Street.

MEMBERSHIP

Life Members,	15
Annual Members,	412
Total,	417

SECRETARY'S REPORT TO THE ANNUAL MEETING OF THE MUNICIPAL ART SOCIETY.

NOVEMBER 27, 1906

The Secretary submits his Annual Report as follows:

The Annual Meeting of the Society was held in the Annex of the Wadsworth Athenæum on Tuesday evening, October 17, 1905. This meeting marked the anniversary of the permanent organization of the Society, was very largely attended, and much earnestness and enthusiasm for the work of the Society was displayed.

The reports of the officers and standing committees presented at this meeting have been published in bulletin four of the Society's publications. The Directors for the second year were chosen as follows: Morgan G. Bulkeley, William F. Henney, Louis R. Cheney, Flavel S. Luther, Albert Entress, Charles E. Gross, William H. Corbin, Frank A. Hagarty, John B. Lunger, Frederick L. Ford, Charles Noel Flagg, George S. Godard, Charles A. Goodwin, Mrs. Appleton R. Hillyer, Mrs. Mary Batterson Beach, Mrs. M. Toscan Bennett, Miss Annie Eliot Trumbull, Mrs. John O. Enders.

At this meeting the Constitution was amended by striking out the provision that the Directors shall choose the officers "from their own number," so that now any member of the Society may be chosen to office. By vote of the Society the questions of the erection of electrically illuminated advertising signs, the abatement of the dust nuisance, the enforcement of the rules of the road, the protection of the banks of the Park River near Daniels' Dam, and of the erection of a Trolley Waiting Room and House of Comfort near City Hall Square were referred to appropriate Standing Committees with the request that they investigate and report to the Directors with recommendations.

MEMBERSHIP.

The present membership of the Society is 415, of whom 15 are life members.

During the year, death has deprived us of our esteemed charter member and most efficient chairman of the Committee on Membership, Miss Louisa B. Haas. The healthy increase of 49 new members is largely due to her untiring efforts. We have also lost our charter member, Mr. Howard G. Bestor. The list of new members appears in bulletin four.

BOARD OF DIRECTORS.

The Board of Directors have held during the year five special meetings, in addition to the stated meetings provided by the Constitution.

At the first meeting the following officers were chosen: President, Charles A. Goodwin; First Vice-President, Mrs. Appleton R. Hillyer; Second Vice-President, Hon. Patrick Garvan; Third Vice-President, Charles Welles Gross; Librarian, George S. Godard; Treasurer, Robert C. Glazier; Secretary, Walter S. Schutz.

The principal matters considered by the Board during the year were:

(a.) *The American Free Art League.*

The co-operation of our Society was requested by the American Free Art League in securing the removal of the duty on works of art. The Directors pledged the cordial support of the Society to this endeavor, and an appeal has been made to the Connecticut delegation in Congress to secure, if possible, the repeal of the duty on art, which in the language of our own Charles Dudley Warner, "is a relic of barbarism and an advertisement of national ignorance."

(b.) *Colt Park.*

In October, 1905, the question of the acceptance by the city of Mrs. Samuel Colt's devise of land adjoining her late residence for a public park was before the Court of Common Council. Serious opposition to the acceptance of the gift had arisen from those who claimed that the city was already over-burdened with taxation to maintain the existing park system, and that an additional park was not desirable.

The Board of Directors being unanimously and unqualifiedly in favor of the acceptance of Mrs. Colt's gift, the following resolutions were adopted at a meeting held October 26, 1905:

WHEREAS, Mrs. Elizabeth H. Colt has by her will devised to the City of Hartford a tract of land comprising about 106 acres lying between Wethersfield Avenue and the Connecticut River for a public park, and

WHEREAS, We, the Directors of the Municipal Art Society, recognize the great value which the gift if accepted, will have as a playground for the present generation, and the inestimable benefit which it will become as the city grows; therefore be it

Resolved, That the Municipal Art Society urge upon the Court of Common Council the acceptance of this munificent and public-spirited gift.

It was also

Voted, That the President appoint a committee to arrange for speakers at the public hearing before a special committee of the Council, and that all details in regard to this hearing be referred to this committee.

A plan of the Colt Grounds as they would appear if laid out as a public playground was prepared and the committee, together with a very large number of the members of the Society, appeared at the public hearing and urged the acceptance of the gift. After this hearing the Court of Common Council promptly accepted the gift, and, The Municipal Art Society without assuming undue credit, can feel that its influence helped materially in securing this splendid pleasure ground for the citizens of Hartford.

(c.) *Trolley Waiting Room and House of Comfort.*

Pursuant to the vote passed at the Annual Meeting the question of erecting a trolley waiting room and house of comfort near City Hall was very fully considered by the Committee on Baths and Houses of Comfort and members of other committees who were added for this particular matter. The committee attended before a joint special committee of the Common Council and presented plans for a waiting station and house of comfort. Various other plans were submitted by individuals and other organizations but no action has yet been taken by the Council. The need for such a municipal improvement is strongly felt and the Society, through its Directors and Committees is pledged to do everything in its power to secure such improvement.

(d.) *Electrically Illuminated Advertising Signs.*

In accordance with the vote passed at the Annual Meeting the Committee on Street Fixtures and Advertising Signs made a careful study of this subject, presented a detailed report to the Directors, and upon their instruction appeared before a special committee of the Common Council and gave an impartial statement of the arguments for and against projecting illuminated signs.

An ordinance restricting the height and projection of illuminated signs has been under consideration by the Council, but has not been adopted. In the meantime our streets are being more and more disfigured by projecting illuminated signs which are being erected in violation of existing ordinances.

(e.) *Preservation of the Bulfinch City Hall.*

The Committee on Civic Centers and Public Buildings has made a careful study of the question of the preservation and restoration of the City Hall. The result of their work has been published in bulletin five. Through the generosity of one of the members of the Society detailed plans of the Old State House as originally constructed have been prepared by competent architects and cuts of these plans appear in that bulletin. The resolution in regard to the preservation of this historic building was introduced last spring in the Council, and the question is now being considered by a joint special committee of that body. The importance of this question to the City of Hartford cannot be over-estimated.

(f.) *Proposed Highway Through Pope Park.*

During the year the long controversy regarding the proposed highway through Pope Park has been settled. The Society, through its committees, attended all public hearings in regard to this question, and protested vigorously against the disfigurement of the Park by a highway, which would ultimately carry with it a trolley through the center of the Park. The Society, however, consistently favored the establishment of a Parkway and this plan was ultimately adopted, and a Parkway, which in no way detracts from the beauty

of the Park and fulfills all public need has been laid out under an appropriation from the Court of Common Council and in conformity with the plans of the Board of Park Commissioners.

(g.) *History of Street Names.*

An appropriation of \$50 was made to the Committee on Parks, Thoroughfares and Playgrounds to defray the expense of a thorough search into the town records to ascertain the names and layouts of the ancient streets and highways, and this Committee has nearly completed its investigations into the history of the city streets. This investigation will be of decided historic and general interest and should be published as a bulletin of the Society.

A most instructive report was presented to the Directors by the Committee on Permanent Work, setting forth the necessity of changing the names of some of the city streets, as many names have been duplicated, and urging the adoption of some rule for determining whether a new street shall be called a parkway, boulevard, avenue, street, place, terrace or court. This report should also be published.

(k.) *Sunday Opening of Athenæum.*

At a meeting of the Directors held February 6, 1906, it was

Voted, That the Society request the Trustees of the Wadsworth Athenæum to open the entire Art Galleries on Sunday afternoons from 1 to 5 o'clock for the benefit of those who cannot attend on week days.

In compliance with this request the Art Galleries were opened on Sunday afternoons during the winter months, and many people, who otherwise would not have enjoyed the art treasures, were enabled to avail themselves of the opportunity.

(i.) *Abatement of Dust Nuisance.*

The dust nuisance complained of at the public meeting was investigated by the Committee on Parks, Thoroughfares and Playgrounds, and it was ascertained that the city street sprinkling contract did not include Sunday sprinkling, and did not extend over a sufficiently long period in the spring and fall. The matter was brought to the attention of the Board of Street Commissioners and the Sunday sprinkling of the principal asphalted streets was secured.

The matter of thoroughly washing the streets several times a week was also urged upon the Board of Street Commissioners and some improvement in the cleanliness of the streets has been secured. The very imperfect condition of the improved pavement, however, makes it impossible to keep the streets in a reasonably clean and healthy condition.

(j.) *Mr. Theodore Wirth.*

Upon the resignation of Mr. Theodore Wirth, Superintendent of Hartford's Parks, to accept the position of Superintendent of Parks of the City of Minneapolis, resolutions were adopted by the Directors expressing the gratitude of the Society for the enthusiastic and

self-sacrificing manner in which Mr. Wirth had devoted himself to everything which tended toward the improvement and beautification of our city. Mr. Wirth was a charter member of this Society and one of its most active and enthusiastic members. On December 21st a complimentary dinner was tendered to Mr. Wirth and the members of the Board of Park Commissioners by the Directors of the Society. His Honor, Mayor Henney, presided over the informal speaking, and everyone present bore glowing testimony to the splendid services of Mr. Wirth, during his ten years' superintendency of Hartford's parks.

(k.) *Preservation of Niagara Falls and the Establishment of a National Forest Preserve in the White Mountains.*

At the suggestion of the American Civic Association resolutions favoring the preservation of Niagara Falls and the establishment of a National Forest Preserve in the White Mountains were passed and copies thereof sent to the Connecticut delegation in Congress, who presented these resolutions in the Senate and House of Representatives, and also replied to the letter of the Secretary stating that they would endeavor to secure legislation which would insure the preservation of the country's greatest natural wonder, and the preservation of the White Mountain forests which are so essential to the perpetuation of Connecticut's water supply.

(l.) *Park River.*

The filthy condition of the Park River has been repeatedly considered by the Directors, and at their request, the Committee on Parks, Thoroughfares and Playgrounds investigated the subject and came to the conclusion that no permanent improvement can be secured until the city acquires the private rights, if any, in Daniels' Dam. The question of these rights has been for many years in litigation but no progress seems to be made. The Directors, therefore, are of the opinion that these rights should be promptly acquired by condemnation, and that the bed of the stream should be cleansed, and that ultimately all the private property on the banks, between Daniels' Dam and the Connecticut River, should be acquired by the city. The fee to much of the property is in the city subject to long term ground leases. If these leases could be gradually bought in it would not be many years before the present nuisance could be abated, and what is now a conspicuous eye-sore turned into a beauty spot.

(m.) *Removal of Express Stand from City Hall.*

A special committee of the Society fully investigated this question and held several meetings with the owners of express wagons occupying this stand. These owners agreed to voluntarily relinquish this stand provided certain changes in the express tariff were made, and some other suitable place secured for them to occupy. An amendment to the City Ordinances establishing the desired changes was passed by the Council but objection was made to the two sites

suggested for the express stand, and so nothing has yet been accomplished towards the removal of these wagons from City Hall Square.

(n.) *Traffic Ordinance.*

At the last meeting of the Board of Directors a plan for a traffic ordinance, to prevent the congestion of vehicular traffic within a restricted portion of the business section of the city and to prevent obstruction of the sidewalks by the loading and unloading of merchandise, was presented by the Committee on Permanent Work. The Directors feel that this is a most important matter and that the time is ripe for the passage of some such ordinance.

(o.) *Lights on the Ford Street Bridge.*

A special committee consisting of Messrs. C. N. Flagg, George Keller and Albert Entress appointed to devise a proper way of using the present lanterns on the Ford Street Bridge electrically equipped instead of substituting electroliers less in conformity with the Norman Gothic architecture of the bridge and the Memorial Arch, considered the matter with great care and presented their views, together with drawings prepared by Mr. Entress, to the special committee of the Council and the Street Board to whom had been referred the application of the Hartford Electric Light Co. to substitute new and more economical electric lights. The committee of the Society demonstrated to the city officials that it was quite feasible to adapt electric lighting to the present handsome lanterns and urged their retention on the ground of their artistic value.

The recommendations of our committee were adopted, and the Street Board voted to report to the Common Council urging that the present posts and lanterns be retained and that they be repainted and repainted.

GENERAL MEETING.

But one general meeting of the Society has been held during the year. This was on March 6, 1906, and was held in Hosmer Hall. After the business of the meeting was transacted the Society listened to a very interesting lecture by Mr. Andrew Wright Crawford, Secretary of the Philadelphia Allied Organizations, upon "The City Plan and The City Beautiful." The lecture was illustrated by stereopticon views, and was enjoyed by all present.

The Directors would be glad to arrange for more public meetings and more lectures, if the Society desires, and will express this desire by a larger attendance.

The Directors have under consideration the holding of an exhibition of the work of kindred societies in other cities, but, as such an exhibition would involve a considerable expense, they would prefer to have some action taken by the Society in regard to the matter.

The foregoing review of the year's work must demonstrate that matters vital to the present and future welfare of Hartford have been carefully considered by those whose only object is "to

conserve and enhance in every practicable way" the beauty, the comfort, and the healthfulness of our fair city. If any of our suggestions have borne fruit and have helped to improve the city of which we are all so proud, the work of the Society has certainly not been in vain, and the members should feel amply repaid for their efforts.

The courteous attention which all branches of the city government have paid to the officers and committees of the Society, whenever they have had occasion to appear before them, shows that the good offices of the Society are appreciated and it is not in a spirit of criticism, but with an earnest desire to assist, that the Society makes its suggestions.

While something of permanent value has unquestionably been accomplished during the past year, and good work has been done by the Standing Committees, many important questions have not been touched upon, and opportunities will constantly be presented for assisting in the proper and harmonious development of this great capital city.

The work of a Society like ours must, to a large extent, be done by Committees, and each member of these committees must feel a personal responsibility and be willing to devote some time to the investigation of questions presented. The Directors would greatly appreciate it if members willing to serve on some particular committee would hand their names to the Secretary.

The influence of the Society largely depends upon the membership; can we not, during the coming year, increase our numbers to at least six hundred?

The conviction of the Directors of the value of the Society has steadily increased, and it is hoped that the new Directors and officers when chosen will build a most creditable structure upon the foundation already laid.

Respectfully submitted,

WALTER S. SCHUTZ, *Secretary.*

November 27, 1906.

THE MUNICIPAL ART SOCIETY OF HARTFORD.

TREASURER'S REPORT TO THE ANNUAL MEETING OF THE SOCIETY ON NOVEMBER 27TH, 1906.

Annual Membership paid to July 1, 1906.....	352
Annual Membership paid to July 1, 1907.....	241
Life Memberships paid.....	16

DR.

To balance from old year.....	\$1,010.43	
To annual dues received.....	694.00	
To life membership received.....	25.00	
To subscription for Colt Park Hearing.....	19.50	
To subscription on account of restoration of City Hall.....	200.00	\$1,948.93

CR.

By expenses of Treasurer.....	\$42.75	
Committee on Admissions.....	22.40	
Committee on Civic Centers and Public Buildings.....	256.50	
Committee on Parks, Thoroughfares and Playgrounds.....	17.00	
By Special Appropriations.....	448.90	
By General Expenses.....	189.73	
Balance Cash on hand.....	971.65	\$1,948.93
Permanent Fund Deposited in Society for Savings.....		\$390.15

RECEIPTS AND DISBURSEMENTS.

1905.	Receipts from all sources.....	\$1,948.93
Nov. 9.	Mary L. Smith, Stenographic work: General Expenses.....	\$33.92
9.	Hartford Times, Notice: General Expenses.....	1.10
9.	Brocklesby & Smith, Drawing of City Hall. Committee on Civic Centers.....	50.00
9.	Hartford Courant Co., Notice: General Expenses.....	1.20
20.	A. Pindar, Half tones, Colt Park: Committee on Parks.....	12.00
20.	W. A. Baedor & Co., Printing: Treasurer.....	8.75
20.	F. L. Knox, Stenographic work: Committee on Parks.....	5.00
25.	L. Burt, Examining Town Records: Special Appropriation, No- vember 21, 1905.....	33.75
29.	Society for Savings, Deposit of 15 Life Memberships at \$25 with Interest.....	390.15
Dec. 4.	R. C. Glazier, Miscellaneous Expen- ses: Treasurer.....	7.00
4.	Georges Express Co., Carting: General Expenses.....	.75
4.	J. C. Ripley Art Co., Framing: Committee on Civic Centers	6.50
1906.		
Jan. 3.	Hartford Times, Marked Copies: General Expenses.....	3.00
3.	J. C. Ripley Art Co., Hanging Draw- ings: General Expenses.....	1.00
3.	L. Burt, Searching Records: General Expenses.....	10.00

Jan.	27.	Wadsworth Atheneum, Rent: General Expenses.....	3.00
Feb.	17.	W. A. Baedor & Co., Printing: General Expenses.....	2.50
	17.	W. A. Baedor & Co., Printing: General Expenses of Treas- urer.....	5.75
Mar.	5.	Louis S. Haas, Postage: Committee on Admissions...	10.00
	5.	Clark & Smith, Printing: General Expenses.....	28.63
	22.	Andrew W. Crawford, Traveling Expense of Lecturer: General Expenses.....	16.66
Mar.	22.	Evening Post Assn., Notices: General Expenses.....	2.00
	22.	Hartford Courant Co., Notices: General Expenses.....	2.40
	22.	Plimpton Mfg. Co., Stationery: General Expenses.....	24.39
	22.	Hartford Times, Notices: General Expenses.....	2.40
	22.	A. L. Cox, Stenographic Work: General Expenses.....	1.70
	22.	Helen F. Pond, Stenographic Work: General Expenses.....	4.50
	22.	Chas. R. Green, Postage: General Expenses.....	1.00
Apr.	14.	Brocklesby & Smith, Drawing for restoration of City Hall: Committee on Civic Centres.	200.00
	28.	Hartford Club, Entertainment of Lecturer: General Expenses.....	3.15
	28.	J. C. Hills, Illustrated Lecture: General Expenses.....	10.00
	28.	Mary L. Smith, Stenographic Work: General Expenses.....	.2.00
May	3.	American Civic Assn., for pre- servation of Niagara: Special Appropriation.....	25.00
	3.	R. C. Glazier, Postage: Treasurer.....	.5.00
June	27.	Clark & Smith, Printing: General Expenses.....	11.60
	27.	Clark & Smith, Printing: Committee on Admissions...	6.40

June 27.	Clark & Smith, Printing:		
	General Expenses.....	5.75	
27.	Est. Louisa S. Haas, Postage:		
	Committee on Admissions...	6.00	
27.	Hartford Telegram Co., Notice:		
	General Expenses.....	2.00	
27.	Plimpton Mfg. Co., Stationery:		
	General Expenses.....	.40	
July 26.	W. A. Baedor & Co., Printing:		
	Treasurer.....	2.25	
Sept. 6.	R. C. Glazier, Postage and Clerical Assistance:		
	Treasurer.....	14.00	
Nov. 8.	Hartford Engraving Co., Engraving:		
	General Expenses.....	10.68	
21.	Mary L. Smith, Stenographer:		
	General Expenses.....	4.00	
	Balance, cash on hand.....	971.65	
		<hr/>	
		\$1,948.93	\$1,948.93

Respectfully submitted.

ROBERT C. GLAZIER,
Treasurer.

Hartford, Conn., Nov. 26, 1906.

The above statement has been examined and found correct.

H. P. REDFIELD,
ALBERT ENTRESS,
Auditors.

REPORT OF COMMITTEE ON CIVIC CENTERS AND PUBLIC BUILDINGS.

The work of the Committee on Civic Centers and Public Buildings during the past year has been chiefly in connection with the proposed restoration and preservation of the Old State House, now the City Hall, and as a full account of this has been set forth in bulletin five, as well as in the Secretary's report, I will not repeat it; but proceed to lay before you one or more propositions as to future work.

First, we would urgently recommend that the Society use all its influence to the end that a memorial of an appropriate design be built by the City; or otherwise as may be best, as a visible sign of appreciation, to the man who, with others, but more than any other, beautified Hartford—Horace Bushnell.

This project has been suggested in the Society since its date of organization and it is the opinion of our committee that the

Society should proceed systematically toward its accomplishment, and as a first step, we respectfully submit the following resolution:

Resolved, That the President of the Municipal Art Society of Hartford be requested to consult with the Mayor of the city and propose to his honor, that together they constitute, with or without whatever additional members they may choose to elect, a committee to take into consideration, at as early a date as possible the building of an appropriate memorial to the late Doctor Horace Bushnell.

[Carried.]

At a meeting of the Civic Centers and Public Buildings Committee held Nov. 26, 1906, and after a full discussion of the matter, it was voted to submit the following at this annual meeting:

WHEREAS, under the conflicting interests of commercial growth and the preservation of a harmonious city plan, the best intentioned municipal government may find its task beset with confusing difficulties and because there are persons ever ready to take advantage of this confusion in favor of their own interests, and weighing the influence of the fact, that the rapid increase of population in the City of Hartford, while adding to its commercial prosperity, may imperil the beauty for which it is famous, and

WHEREAS, the experiment, if it may be so called, has been successfully carried out in that part of Boston, known as Copley Square, and also in the City of Springfield, Mass., it be and hereby is

Resolved, That the President of the Municipal Art Society of Hartford, appoint a committee to urge before the Court of the Common Council, the importance of the passage of a City Ordinance limiting the height of buildings. [Carried.]

That the Municipal Art Association should concern itself with the matter of public musical entertainments seems most appropriate. In no way, perhaps, can our fellow-citizens be furnished with an addition to the joy of life more readily than by providing well executed music of a suitable character.

Our city fathers have recognized this possibility and have endeavored to meet this obvious need. For this we thank them, and, in suggesting a further development, we are actuated by a desire to show our appreciation of what has been done, as well as our hope for some modification of present arrangements.

Hitherto the concerts have been given in several of our beautiful parks, in turn, and have, for the most part, been evening concerts.

Objection has been made to the evening concerts, probably with justice, on the ground that it is not possible to maintain good order at night in an open park, and that grave evils have attended the assembling of crowds under the conditions that exist and that cannot well be modified.

Secondly, the concerts have too often been given by small detachments from our various musical organizations and the result has been inferior performances.

Thirdly, the absence of seating accommodations has made it difficult for those really desiring to listen to do so in comfort. It

is not a pleasant thing to remain standing for an hour, even when entertained by a band concert; and it is not well to sit on the grass after sunset.

We believe that, considering the easy and cheap transportation available from any part of Hartford to any other part, there is no real advantage in holding the concerts in different sections of the city. We therefore recommend and urge that the city authorities select some suitable place in one of the parks and erect a light structure which will afford shelter for a large band, or orchestra, the design of the building being such as will reinforce the music through the sounding-board effect of the roof, and possibly, one of the walls. Such structures are found in parks in many cities.

The building should also afford a place for storing a great number of benches or chairs at times when they are not wanted. These benches or chairs should be provided in sufficient quantity to seat a large audience, and it might be practicable to make a very small charge for a seat. In many European cities the price of such a seat is two cents.

We further recommend that concerts be given by a full band or orchestra on every Sunday afternoon in July and August, and that every effort be made to provide good music and to maintain good order.

It seems to us that while the expense of carrying these recommendations into effect may be considerable, it will yet not be found prohibitive; and that a great satisfaction will thus be afforded to a large number of our citizens.

We are not unmindful of the fact that objections to Sunday concerts are entertained by some of our citizens. But it is evident that these objections are becoming less vehement. An investigation last summer seemed to show that a Sunday afternoon concert during the summer months would not conflict with any religious service in the city; and while this investigation was not absolutely exhaustive it was sufficient to justify the opinion that Sunday afternoon in July and August is practically unoccupied by church services.

Undoubtedly it is unfortunate for the musicians to be urged to work on Sundays. Yet they are thereby associated with many classes of persons who cannot be excused from serving others on the Lord's Day—with the clergy, and with church choirs, among others. And we believe that good music properly rendered, while not, indeed, the equivalent of a religious service, is yet uplifting and improving to a degree which makes it not inappropriate as a part of Sunday life in a Christian city.

Resolved, That a Committee of three be appointed by the Chair to confer with the city authorities and to urge the arrangement of afternoon public concerts for next summer along the lines suggested in this paper. [Carried.]

REPORT OF COMMITTEE ON PERMANENT WORK.

HARTFORD, CONN., November 27, 1906.

To the President and Members of the Municipal Art Society:

During the past year the Permanent Work Committee has considered four subjects which are of interest to an organization of this character.

Early in the year the establishment of a public comfort station in the vicinity of City Hall Square was considered by the Chairman, acting with Professor McCook and F. Spencer Goodwin, a sub-committee of the Municipal Art Society, and a detailed report, with appropriate drawings, was submitted to the Joint Special Committee of the Court of Common Council. While the plan advocated by this Committee was not adopted it furnished the Council Committee with information along different lines from that pursued by other organizations interested in this movement, and helped create a greater interest in a subject of vital importance to this city, and one which must be solved at no distant date.

The Permanent Work Committee has discussed at some length the adoption of ornamental street light poles for those now in use, especially in the business district. Photographs and drawings of the ornamental poles used in many American cities have been obtained, and a comparison made of the different prices and designs submitted. The type of pole adopted should be durable, ornamental, and so constructed that street signs could be easily attached and illuminated at night from the lights above. The expense of such poles should not be excessive, and above all, their construction should be such as not to endanger the lives of the men while trimming them. The information received from the different cities convinces us that this problem remains largely unsolved. Very few cities seem to have the desired combination. It was the ambition of our Committee to decide upon a distinctive type of pole, and to erect during the year one or two in some conspicuous location where the design could be thoroughly tested by the public, before recommendations were made as to their final adoption.

Another subject of importance to the City of Hartford, one which the Municipal Art Society can well afford to encourage, was presented to the Board of Directors on August 7, 1906. It is a city traffic ordinance to prevent the congestion of vehicular traffic, and to insure the safety of men, women and children travelling on foot in the "Restricted Territory" of the City of Hartford. The ordinance as prepared is probably far from complete, but it contains many essential points. Others would be brought out and some eliminated by a thorough discussion of the subject.

If Hartford is ever to have such an ordinance, the best results would be obtained by starting in a small way in the centre of the city, and by insisting upon a strict observance of the Road Rules contained therein. If successful, the "Restricted Territory" could be enlarged to keep pace with the growth and development of the city.

The fourth subject considered by the Permanent Work Committee deals with the system of naming the streets of the City of Hartford, and will be read in full as a part of this report.

Respectfully submitted,

F. L. FORD,
Chairman.

August 7, 1906.

*To the President and Directors of the Municipal Art Society of Hartford,
Connecticut:*

We beg to call your attention:

First, to the necessity for changing some of the names of the streets of the City of Hartford.

Secondly, to a method of selecting the names for new streets.

Thirdly, to some precautions which should be followed in selecting the names of public highways.

Fourthly, to the advantage to be gained by the adoption of some rule for determining whether a new street shall be called a Parkway, Boulevard, Avenue, Street, Place, Terrace, Court, Lane, etc.

FIRST: THE NECESSITY FOR CHANGING SOME OF THE NAMES OF THE STREETS OF THE CITY OF HARTFORD.

We now have in the list of names of the streets of the City of Hartford, the following names which must from their similiarity, lead to much confusion and annoyance.

Ashton Street and Ashton Terrace; two Atwood Streets, one accepted as a city street; Charter Oak Avenue and Charter Oak Place; Earle Avenue and Earle Street (on property subdivisions not yet accepted by the city); Elliott Place and Elliott Street; Francis Avenue and Francis Court; Grand Avenue and Grand Street; Harrison Place and Harrison Street; two Henry Streets (on property subdivisions, not yet accepted by the city); Huntley Place and Huntley Street; Madison Avenue and Madison Street; Park Avenue, Park Street and Park Terrace; Prospect Avenue and Prospect Street; Putnam Heights, Putnam Street and Putnam Terrace; Union Place and Union Street; Ward Place and Ward Street; Windsor Avenue and Windsor Street; Woodland Street and Woodland Terrace (not yet accepted by the city).

While it may not be desirable to change one of the names of each of the duplicate sets or two of the triplicate sets, we believe that many of these names should be changed. We consider it most unfortunate to multiply the names of city streets, as Park Avenue, Park Street and Park Terrace, and Putnam Heights, Putnam Street and Putnam Terrace.

Where streets are continuous we believe that one name only should be used for the entire length. At the present time we have Affleck Street for one block between Ward Street and Park Street, and Babcock Street between Park Street and Capitol Avenue, one

continuous street. One of the names should be abandoned and the other name used for the entire length. We also have Lawrence Street from Ward Street to Park River, Flower Street from Park River to Farmington Avenue, and Asylum Place between Farmington Avenue and Asylum Street, three names for one continuous highway but 4,500 feet long. Two of these names should be abandoned.

Hamilton Street now runs westerly from Zion Street to New Park Avenue and makes a direct connection with Grace Street but one block long. One of these names should be changed, preferably Grace Street to Hamilton Street.

Greenwood Street and Amity Street are the names of two sections of one continuous street but two blocks long, north and south of Park Street. One of these names should be changed. Two similar examples are found in Smith Street and Whitney Street, and Beacon Street and North Beacon Street, south and north of Farmington Avenue.

In our opinion the entire list of street names should be carefully studied to see if there are not more cases similar to those above enumerated, and if so, what changes can be made to better these conditions and avoid them in the future.

SECONDLY: A METHOD OF SELECTING THE NAMES OF NEW STREETS.

We understand that at the present time there is no particular method in making a selection for the names of a new street when it is opened. Usually the owner of a piece of property, which he wishes to sub-divide into building lots, has a map made of his land, lays out the streets and lots as best serve his selfish ends, with little or no regard for the location or direction of the streets with reference to those adjoining his property. The names of the streets are usually of his own selection and may be the same as those of some old accepted city street. His plan is then filed at the City Clerk's office, and lots are sold off in accordance with his recorded sub-division. And right here the trouble begins in the names of the streets, for each sale of property is recorded under the name of the street given upon the map. If later, the streets are accepted by the city, and the names are changed, as they oftentimes have to be to avoid confusion, the searching of titles in later years is much complicated. We believe that some action should be taken by the city officials to prevent the filing of any property sub-divisions at the Halls of Record until the location, direction, grade and especially the names of the proposed streets have been passed upon by the Board of Street Commissioners or some other municipal authority.

As an assistance to the city in the selection of the names for new streets which shall hereafter be opened, or for the names of existing streets which may be renamed, to eliminate some of the present confusion, we beg to suggest that the selection be made from the names of the towns of the State of Connecticut, until such supply is exhausted. You will notice by glancing over our present street names that we already have 33 Connecticut towns represented in the list, as follows:

Avon Street, Bloomfield Avenue, Columbia Street, Canton Street, Clinton Street, Farmington Avenue, Fairfield Avenue, Franklin Avenue, Madison Avenue, Morris Street, New Britain Avenue, Newington Avenue, Orange Street, Oxford Street, Portland Street, Preston Street, Prospect Avenue, Putnam Street, Seymour Street, Sherman Street, Suffield Street, Trumbull Street, Union Street, Vernon Street, Warren Street, Washington Street, Wethersfield Avenue, Windsor Avenue, Wolcott Street, Woodbridge Street, Roxbury Street. The names of 135 Connecticut towns are not represented in the street names of Hartford and some of them are especially attractive. This list would last for many years, and there are good reasons why it would be especially fitting and appropriate to use the remaining town names for the streets of Hartford. This is the capital of the State, and the use of the names of the towns of Connecticut would be similar to the use of the names of the states of the Union for the names of the prominent avenues of our national capital. Again, there is probably no town in Connecticut but what has contributed and will continue to contribute to the population of the capital city. The residents of the City of Hartford who were born or have lived in any of the towns of Connecticut should be as much interested in the selection of such street names, as the residents of the towns of Connecticut should feel honored and proud of their capital for the adoption of such a system. If such a plan is adopted, we beg to suggest that the selection of the names for all new streets laid out north of Farmington Avenue and State Street be made from the four northern counties, Litchfield, Hartford, Tolland and Windham; and that the names for the streets south of the same division line be from the four southern counties, Fairfield, New Haven, Middlesex and New London, so that in a measure at least, the geography of the State may be reproduced in the City of Hartford.

As Farmington Avenue, Asylum Street, State Street, the Boulevard approach to the new bridge, the causeway east of the river, and the main road to Manchester form one long, continuous highway passing across the City of Hartford, and the towns east and west which may eventually be annexed to Hartford, it would seem most appropriate to designate this long continuous highway as Connecticut Avenue. If objections were raised to changing the name of Farmington Avenue which is most appropriately named now, Connecticut Avenue could continue out Asylum Avenue from the junction of Farmington Avenue, and thus replace a name *Asylum Avenue* which to some people is quite objectionable.

THIRDLY: PRECAUTIONS WHICH SHOULD BE FOLLOWED IN SELECTING THE NAMES OF PUBLIC HIGHWAYS.

In the selection of appropriate street names, great care should be exercised in avoiding names which are too similar in pronunciation, as Grand Street and Grant Street, or which have the same pronunciation but different spelling, as Allen Place and Allyn Street.

FOURTHLY: A RULE FOR DETERMINING WHETHER A
STREET SHALL BE A BOULEVARD, PARKWAY,
AVENUE, STREET, PLACE, TERRACE,
COURT, LANE, ETC.

In comparing the names of the streets of the City of Hartford with their location, direction or width, there appears to be an entire lack of uniformity in determining the affixes for each street named. While we do not believe that this lack of uniformity is of sufficient importance to suggest any radical changes in the present names, we do believe that a few rules should be followed in determining whether the names of new streets shall be avenues, streets, places, etc. Strictly speaking, we have no boulevards in Hartford. Such a street is usually very wide, from 100 to 200 feet, and formally treated, with a parking space in the center, a driveway and sidewalk on either side like Commonwealth Avenue, Boston. A parkway is usually applied to designate a street of a width similar to a boulevard but of a more formal treatment, as Commonwealth Avenue is outside of Boston where the parking spaces, roadways, etc. may vary in width or location in an informal manner. Here in Hartford, the name "Parkway" has come to be known, and very appropriately so, as the connecting highways between our different parks. As such, their care and treatment partially comes under the jurisdiction of the Board of Park Commissioners.

An avenue is a name which should be used primarily upon through highways of a good, liberal width, connecting adjoining towns. Windsor Avenue, Wethersfield Avenue, Farmington Avenue, Albany Avenue, New Britain Avenue, etc., are good examples of appropriate names. But by what logic or reasoning the name avenue can be applied to short streets of ordinary or narrow width, we cannot understand. Thus we have in Hartford, Brownell Avenue, Chadwick Avenue, Evergreen Avenue, Francis Avenue, Glendale Avenue, Harbison Avenue, Huntley Avenue, Madison Avenue, Mahl Avenue, Retreat Avenue, Rowe Avenue, etc., all short streets, many not more than one block long and of only ordinary width, designated as avenues, which to a stranger would at once imply a very long or wide street. We merely wish to call your attention to these particular streets to illustrate the ridiculousness of characterizing short or narrow streets by such a misleading term as the word avenue implies. The word street is more applicable to general use without restriction in naming public highways than any other term, and could probably be used with appropriateness to designate from 90 to 95 per cent. of the highways of Hartford. It is a term which should not be used upon through highways like Wethersfield Avenue or Farmington Avenue, but in general should be used for long streets which do not connect adjoining towns, and for highways which from their limited width should not be classed as boulevards or parkways. Thus Broad Street, Park Street, Sigourney Street, Laurel Street, Woodland Street, Garden Street, etc., are appropriate designations for such highways.

The word terrace should be used to designate streets where the abutting property on either side of the street is high and the lawn in front of the houses treated as a terrace or series of terraces. It can hardly ever be used appropriately in Hartford on account of the topographical conditions. The land about Hartford is too flat and the streets can be laid out to conform too closely with the adjoining land to require its terracing. Thus we have Ashton Terrace, Woodland Terrace, Putnam Terrace and Park Terrace, most inappropriately named, unless the word terrace applies only to the rows of houses which will eventually line each side of these streets.

The names of places, courts, lanes, alleys, etc., are usually applied to short or narrow streets having dead ends or but one outlet. Strictly speaking, a court is an open space or enclosure, like the rectangular space in front of the Highland Court apartment house, enclosed upon three or more sides. It should never be used in designating streets like Whitman Court or Marsh Court, through streets even though short or narrow.

The word place is most appropriately used to designate a short dead end highway leading off from a street bearing the same name, as Elliott Street and Elliott Place, but is most confusing if used to designate highways widely separated, as Ward Street and Ward Place, Union Street and Union Place.

We have called your attention at some length to many inconsistencies in the street names of the City of Hartford. We have not done this for the sake of the satisfaction to be gained by such criticisms, but merely to illustrate our arguments and to show the necessity of exercising greater care in choosing the names of new streets.

We anticipate that the unfolding of the past history of the city might show good reasons for the street names as they exist today, but we believe that it is our duty to bring to your attention the plan as outlined for bettering these conditions. If some of the names can be changed, and thereby lessen the present confusion and annoyance, such action should be taken.

We consider this matter of great importance to the City of Hartford, a subject which the Municipal Art Society can well afford to take up, and a work which comes well within the province of the duties of the Permanent Work Committee.

Respectfully submitted,

FREDERICK L. FORD, Chairman,
MISS MARY H. CLARK, Secretary,
WILLIAM H. CORBIN,
A. MERWIN GRAY,
MRS. JOHN M. HOLCOMBE,
PROF. F. S. LUTHER,
MRS. L. F. ROBINSON,

Committee on Permanent Work.

REPORT OF THE COMMITTEE ON THE CITY PLAN.

November 27, 1906.

MR. CHARLES A. GOODWIN, *President of Municipal Art Society of Hartford:*

This Committee has to report that it has done little or nothing during the last year. Not but what there was any amount of work it might have done, but because an inefficient chairman failed to do his part, and so at the last moment in order to make the appearance of a report, I submit some vagaries which have been informally discussed by some of its Members.

The wealth and worth of a city are its people. Every birth is a gain, every death a loss, to its aggregate value. Illness, discouragement, and unhappiness of a person, are the weaknesses of a city, and the health and energy of its citizens are its strength and prosperity.

Except as the people live in it, the land a city occupies is as barren as Sahara, for man has made a desert only valuable by his use.

To plan for a city is to plan for its people. There are two conditions under which the majority of the population of cities exist that seem as though they might soon require the most thoughtful and thorough consideration in planning. That is, for the housing of those whose labor produces a profit for their employers, and for those whose labor does not produce a profit, but yet at the same time are willing and able to earn their own living, provided they can get work, which is difficult for them to do, for what they earn over what they need is so small that as a business proposition it is undesirable to employ them. This class of people commonly become permanent residents of a city, as they have little means or desire to go into new fields, and it would be well if they could own their own homes, while those who produce a profit to their employers are fast becoming a moving population, for under the stress between labor and capital, it is frequently desirable for them to move from city to city, therefore a large portion of these are renters, but for both these classes the housing problem is an important factor in city planning.

Municipal housing, the experiments of Mr. Mills, and other solutions along these lines, might not be practical for Hartford, and even if they were, would be beyond the province of this Committee to discuss. But the solution which seems promising is the creation within the territory of Hartford, what is known in some cities as "residential districts," granting to such "districts" certain privileges and imposing certain restrictions. This would seem class legislation, but as we already have class legislation in favor of farm lands, why should we not plan for our fast increasing army of workmen as well as for the decreasing number of farmers. I believe that that class of people who are willing and able to work and care for themselves, but who lack opportunity, for the reason that their labor is unprofitable to their employer, must be specially planned for in the city of the future. Every workman is liable to become of this class if he lives long enough, and the present city conditions

deprive them of an honorable and sufficient self-support, driving them into the poverty stricken classes, if they do not force them into the pauper and criminal classes. It is undoubtedly economy for the city, it may be necessary for its preservation, to plan for this class, who if well planned for are a credit and honor to the city, and not a burden. If not provided for, they may become a city charge, if not worse.

The city block question is one that has been discussed among members of this Committee, and it seems to them that a scheme for sub-dividing some of the large city blocks, and for determining the sub-division of land not yet open for building purposes should be devised and established, for in the heart of the city, it is the perimeter of the city block that largely determines its value for mercantile or residential purposes, the interior of the block being of comparatively little value. This city is suffering from congestion and excessive front foot values in its retail streets, while at the same time for want of streets through its large blocks a large per cent. of its land is of little value in the heart of the business section. Can the city afford to lose the large sums in taxes which these interiors ought to pay, and would pay, if opened up? Every forty years, the period of an ordinary generation, Hartford takes in taxes the entire value of its real estate. The city is an important partner in the ownership of all lands within its borders. It is an hard, inexorable partner, one who demands its dividends, whether the private owner receives any or not. Can the city afford to allow land which ought to have a value of a thousand dollars a front foot pay taxes on a valuation only a fraction of one per cent. of its real worth, simply for the want of a street?

Some plan should be devised to widen our narrow streets which are bound to become retail streets, before the cost of doing so makes it prohibitory. To illustrate: Asylum Street has already reached the prohibitory stage under present conditions. Pratt Street is fast getting there, but Church Street could yet be widened. The cost of such work in a busy street is often beyond the resources of a city, but some cities meet these conditions by determining to widen a street, but do not take possession or actually do the work for a term of years, say ten. Of course when the decision is made it becomes an encumbrance upon the property, but during that time the owner pays for the encumbrance. At the same time it allows the owner ten years to adjust himself to the changed conditions, and prevents new buildings or extensive repairs beyond the new line. By this means the city gains, in part at least, the increased value which makes from its growth, while the owner has the full value of his property upon the improved street, which amounts to more than his loss, for the ten years has given him ample time to adjust himself.

A similar method could be used in laying new streets through old blocks. Some cities have the right to condemn property abutting on a new street through an old block, resulting thereby, by gaining enough to pay for the improvement. But Connecticut

is undoubtedly too conservative for such action, and I assume that it would be considered too much an invasion of private rights, if carried out in Hartford.

The crowded conditions of the sidewalks Saturday evenings, is steadily increasing, and some plan should be devised for its relief. Repeated countings and observations lead me to suppose that twenty persons per minute can comfortably pass for every two feet in width of the sidewalk. Under favorable conditions double that number may pass a minute. But twenty per minute for each two feet of sidewalk is about the limit for the comfort of a Saturday evenings' shopping crowd. The more people that can pass comfortably along the sidewalk, the more value the store front has. That is on an average, one hundred thousand persons passing through a street, will under similar conditions spend practically the same amount of money per front foot of store front, the store front acting as a magnet to draw the cents from the pockets, the more attractive the store front and the advertising, the stronger the magnet, the less complicated the passing, the less resistance the cent will make in leaving the pocket. Therefore it behooves the merchant to see that the travel through his street is free and in good humor. If not, like the tangled iron turnings, the magnet can take only what it can separate from the mass. The flow of large crowds through a street seems to be governed by similar laws as the flow of water through pipes, and the violation of those laws in the street travel of Hartford's Saturday evenings calls for a plan to correct it. Apparently Asylum Street has already reached the condition that the only ample relief that could be given it without great expense, would be to exclude all vehicles, except trolley cars, after five o'clock Saturday afternoons, wash it down, and use the entire street as a sidewalk. If the merchants would suitably light the street, it would furnish an arcade of such beauty as would attract more customers to the Asylum Street stores, than could be accommodated. Imagine, if you please, Asylum Street cleaned and given over to pedestrians, brilliantly lighted by the store fronts on the side, and if you will, arches of lights over head, it would make a promenade most attractive. It would only lack the large retail stores for women to make the scene most delightful and successful.

There are other suggestions which this Committee would like to make, but for the fear of a too lengthy report, and of getting the reputation of being too visionary, it desists, but if there is any society in this city where visionary and idealistic projects should be brought forward, it should be this society, for if it stands for anything, it stands for the blazing out of new trails, which if on further examination are found practical and desirable, become the pathway of improvements for our city. Therefore, I make no apologies for bringing forward schemes before you, no matter how erratic they may be, while I would hesitate to do the same before any other gathering.

For the Committee,

G. A. PARKER, *Chairman.*

REPORT OF COMMITTEE ON STREET FIXTURES AND ADVERTISING SIGNS.

To the Directors of the Municipal Art Society:

Your committee on Street Fixtures and Advertising Signs begs leave to submit the following report in addition to the report submitted December 5, 1905:

The Joint Standing Committee on Ordinances, to whom was referred the proposed ordinance in re illuminated signs, held in due course a public hearing on the merits of said ordinance. At that hearing your Committee communicated your vote of the 21st of November, 1905, to said Joint Standing Committee, and was heard at length by its chairman. Your society was further represented at said hearing by its president. As a result of the public hearing the Joint Standing Committee on Ordinances reported to the Court of Common Council that the proposed ordinance should be rejected, and on March 26, 1906, the report of said committee was accepted by the Board of Common Council and the proposed ordinance rejected by a rising vote of eighteen to seventeen; in this the Board of Aldermen concurred on the same evening.

All of which is respectfully submitted.

Dated at Hartford, November 27, 1906.

EDWARD L. SMITH,
Chairman.

REPORT OF COMMITTEE ON PRINTING AND PUBLICATIONS.

Report of the Committee on Printing and Publications at the Annual Meeting of the Municipal Art Society, Hartford, Hosmer Hall, Tuesday, November 27, 1906.

MR. PRESIDENT, LADIES AND GENTLEMEN:—Your Committee on Printing and Publications respectfully reports that two bulletins have been issued during the year. Bulletin four contains a list of our officers, directors, standing committees and membership, together with a selection from the reports made at our last annual meeting. It also contains an address upon "Some Municipal Problems" by Mayor Henney, and an abstract of City Engineer Ford's address upon "The Extension of the State Capitol Grounds." This bulletin of thirty-two pages was printed in an edition of 800 copies by the Case, Lockwood & Brainard Co., at an expense of \$58.70.

Bulletin five is devoted to the preservation and restoration of City Hall. It is a pamphlet of sixteen pages and four plates from the press of Clark & Smith, in an edition of 800 copies, and cost \$37.50. This bulletin contains a letter from John Trumbull, Painter, written September 30, 1792, to Oliver Wolcott, Esq., Comptroller of the Treasury of the United States, which states that Mr.

Bullfinch was the designer of our City Hall. It also contains a report of our Committee on Civic Centers and Public Buildings, a description of the plans prepared by Mr. Brocklesby, and extracts from the addresses at the dedication of City Hall, October 22, 1879 together with an epitome of the action thus far taken before our Common Council.

Both of these bulletins have been issued during the past week. A second edition of five hundred copies of Bulletin No. 5 has been issued by order of the Directors.

Respectfully submitted,

GEO. S. GODARD,
WM. H. SMITH,
CURTIS H. MOYER,
FRANK B. GAY.

PUBLICATIONS OF
THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT

185479

BULLETIN No. 7



CITY IMPROVEMENT

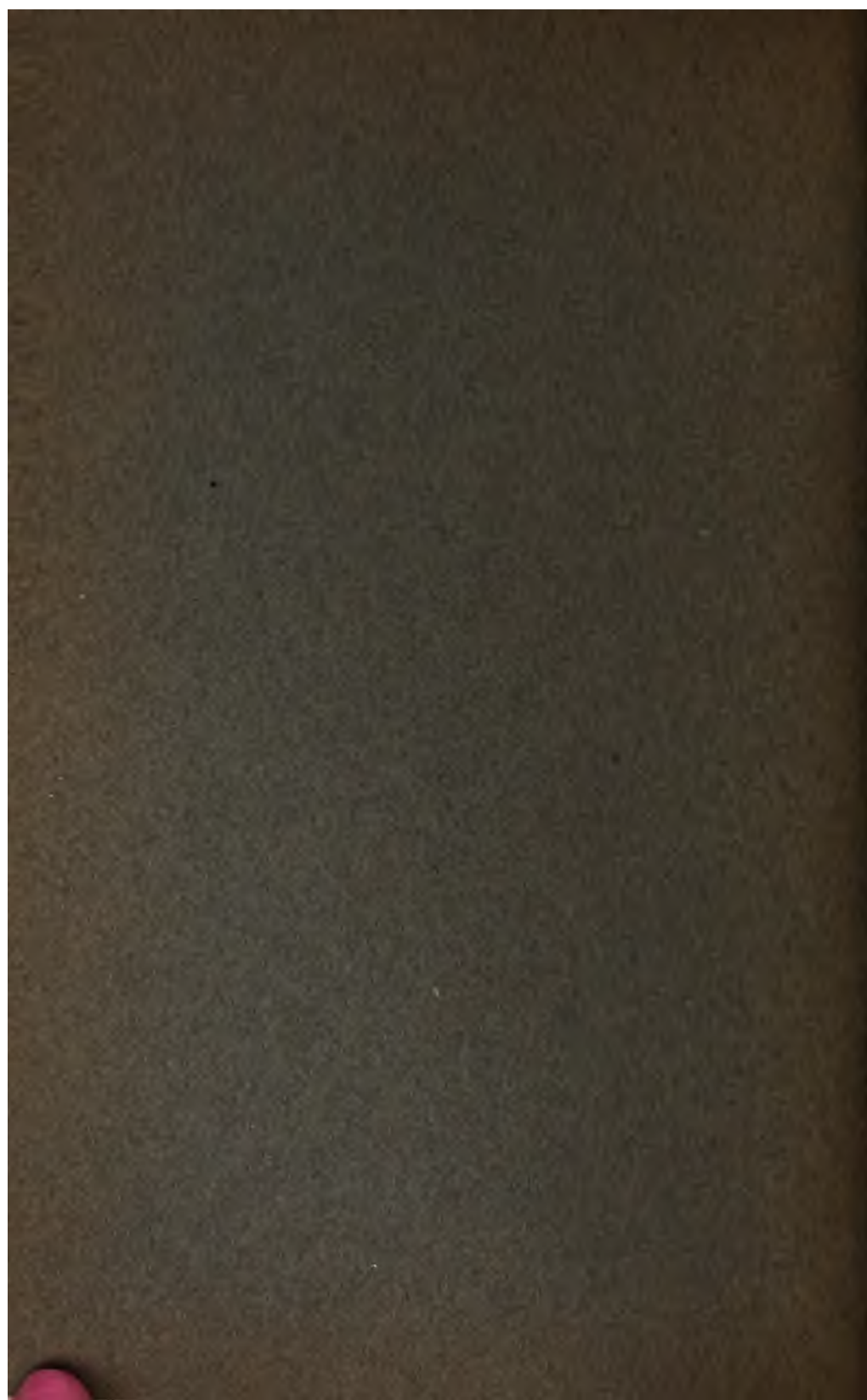
from the Artistic Standpoint

AN ADDRESS BY
JOHN M. CARRÈRE
NEW YORK



Organized 1904

HARTFORD, CONN.
PUBLISHED BY THE SOCIETY
1908



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**PUBLICATIONS OF
THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT**

BULLETIN No. 7

CITY IMPROVEMENT

from the Artistic Standpoint

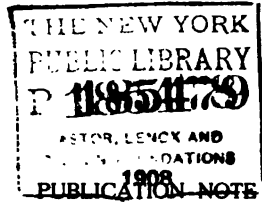
**AN ADDRESS BY
JOHN M. CARRÈRE
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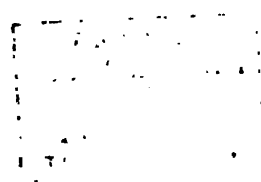
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The author of the following address on Municipal and Civic Improvement was graduated from the École des Beaux Arts, Paris, 1882. Two years later he formed a partnership with Mr. Thomas Hastings of New York under the firm name of Carrère & Hastings. In 1885 they drew the plans for the Ponce de Leon Hotel in St. Augustine, Florida, and a little later designed the Alcazar Hotel and the Flagler Memorial Church. The reputation of the firm has grown steadily since then until it is today recognized as one of the first firms of architects in this country. Mr. Carrère had a large share in the landscape and architectural work for the Buffalo Exposition, and is one of the architects of the remarkable municipal improvements now in progress in Cleveland, Ohio. The great Public Library now approaching completion on Fifth Avenue and Forty-second Street, New York, is the work of Messrs. Carrère & Hastings. The following address was delivered before the Twentieth Century Club of Hartford on the evening of October 11, 1907. The Mayor of the city, the Board of Aldermen, the Common Council, the Park Board and the City Plan Commission were guests of the Club. Mr. Carrère has generously given this address to the Municipal Art Society of Hartford and it is now published as Bulletin No. 7.

Publication Committee.

January, 1908.





JOHN M. CARRÈRE

LADIES AND GENTLEMEN:

It was not without considerable hesitation that I accepted the invitation of your Committee to talk to you tonight on the subject of "CITY IMPROVEMENT" from the artistic standpoint, with special reference to public buildings and the layout of public parks and streets, and other features tending to "beautify" a City.

You are undoubtedly aware that comparatively little has been written on subjects dealing with art, and most of the writings, such as they are, deal with the historical or statistical side of the subject and are mostly theoretical, for the reason that the artist's mind is not trained to *write* or to *talk*. He expresses his thoughts through *his art*, and if he be a *true artist* and in earnest *about his work*, you will find his mind occupied in dreaming and theorizing, it is true, but when he conveys his dreams and his theories to his fellow men he is very sure to do it by the aid of *his brush, his chisel, or his pencil*.

It would therefore seem dangerous to accept as authoritative an artist's opinion which is expressed verbally or in writing. It is the artist's work that we must study if we would fully understand him.

That the problem of beautifying our cities is uppermost in the minds of our people throughout the United States at the present time, is most encouraging because the interest in this phase of Municipal improvement is usually the forerunner and the first step in the direction of better public art, and by the inverse process of educating the general public, has always led to a very wide-spread appreciation of and interest in all kinds of art.

Pasteur, probably the greatest of French scientists and a man of genius, in a discourse before the French Academy of Science said:

"Great discoveries—the manifestations of thought in Art, in Science and in Letters, in a word the disinterested exercise of the mind in every direction and the centres of instruction from which it radiates, introduce into the whole of Society that philosophical or scientific spirit, that spirit of discernment, which submits everything to severe reasoning, condemns ignorance and scatters errors and prejudices. They raise the intellectual level and the moral sense, and through them the Divine idea itself is spread abroad and intensified."

In the early days of our country, the planning and development of our cities was undertaken without much forethought and with

no anticipation of the rapid and unprecedented development and growth of our centres of civilization. No provision was made for this growth, even during later years when it was unmistakably upon us, with the possible exception of the City of Washington, so ably and wisely planned by Major L'Enfant.

It is a great misfortune that the splendid precedent established by the City of Washington was not more widely followed elsewhere, but even in Washington, the very center of public influence, the plan was soon lost sight of with the rapid growth of the city, and it is only at the present time that a serious and determined effort is being made to prevent further mischief, and in a measure to correct some of the mischief already done.

You cannot stop of course the legitimate and healthy growth and development of a locality when it is once started, but you *can* and you *should control it*, and this we have utterly failed to do.

Many of our cities have been boomed—the development for some cause or other has come too soon—it has really been forced on speculative lines, and no end of mischief has resulted from the destruction of natural opportunities which cannot in most instances be restored, and the substitution in their place of ill devised and thoroughly inartistic streets, avenues and buildings, which can only be removed by heroic measures and not until they have stood for years as a blemish upon the locality.

Aristotle has defined the city:—“*As a place where men live a common life for a noble end*”—and are we not accomplishing this very end, when we make our city so attractive and so beautiful that it spreads its beneficent influence over our homes and our entire life? Have we attained this end, when every selfish and material interest for self-preservation and personal comfort and profit has been developed to the fullest extent, if we have neglected the spiritual side of life and have done nothing to make our homes and their various surroundings beautiful and elevating, if we have not appealed to the imagination, and through it to all that is highest and best in us, if we have not provided the most natural and wholesome and direct means of recreation of the kind that is immediately within the reach of everyone, and which by process of assimilation influences our entire life?

The struggle of living, especially in our cities, has been so intense with us that we have devoted too much time to it and not enough to recreation, and we are only now recovering from this state of mind and are just learning that it is not necessary to wait until the labors are done to find enjoyment in life, but that this enjoyment

can be found around us while we are toiling, and that every man is made better to the extent that his surroundings are made better. When his imagination reaches beyond the point of mere cleanliness, and bodily comfort and begins to hunger for the *beautiful*, as well as for the *useful*, you have done much to put *real happiness within his grasp*.

In city building the first step toward attaining this end is by developing your entire system of parks within and without your city on intelligent and practical lines.

A beautiful park awakens a desire for a lovelier home-garden, and the wish for a beautiful home grows into the wish for a beautiful street and every other development will be influenced by it and will follow in its train.

If it were possible to control definitely the destiny of the entire country surrounding a city with all its beautiful scenery and wonderful natural advantages, it would then be possible to establish a complete circle of parks around the city, each beautiful according to the development or even the preservation of its characteristic scenery.

Starting from the heart of your city, you could then establish beautiful avenues, radiating in every direction toward these parks, which with frequent interconnecting avenues would be the means of controlling the development of the city toward the park, and gradually you would bring a great deal of the park into the city.

If your avenues were built in advance of the development of your city, in accordance with true principles of beauty, as is the case in some of the fine avenues of Buffalo, Washington, your own and many other cities, you would then, to a great extent control the character of the development of the city in the same direction. Even when the buildings are uninteresting, or even ugly, as is unfortunately the case in so many of our cities, the general result is apt to be beautiful. If the buildings could eventually be made beautiful also, then your ultimate aim would be attained.

Coming back to the city of Buffalo, how beautiful Delaware Avenue is, and how satisfactory it is to travel from the very heart of the business part of the city through this beautiful avenue, then through Lincoln Parkway into the park and finally through the park into the country, or by way of other beautiful avenues to the Humboldt Parkway System.

Let me give you another example, the greatest of all examples: Start from the Place de la Concorde, the very heart of Paris, then through the Champs Elysees to the Avenue du Bois de Boulogne, and finally to the Park, and in this case from the park to the country

and to the rural districts and finally into the forests, whether of Meudon, St. Cloud, Versailles or St. Germain.

In the case of Paris, the buildings are beautiful. The scheme has been developed to its fullest extent. Monuments have been placed everywhere—most beautiful in themselves and most effective in their influence upon the entire perspective and you will note that should you start from the forests in their *primeval* state you would come to the cultivated fields and rural country,—the first step of human progress, from the rural districts to the park, which we may consider as representing in a formal way the forest brought nearer to the city, and from the park through an avenue having mainly the character of a beautiful drive, which is not strictly formal and where architecture is of secondary importance. We are still outside of the city, though the city has extended somewhat beyond its boundaries. The Arc de Triomphe, the gate to the city, is a point of transition where the landscape becomes more formal—nature is gradually subsiding and architecture becoming more important—so that by degrees we reach the transition when traveling down the Champs Elysees we arrive at the Place de la Concorde, and we feel that we are in the very *heart of the city*.

From this point on nature becomes entirely secondary and a mere incident. The trees in the wider avenues or boulevards add beauty to their appearance and their shade adds comfort to the use of the wider streets. At intervals open squares are introduced, serving to accent certain localities, affording greater space at crossings of important streets or becoming merely an ornament to the street. Occasionally these become larger and trees or perhaps even gardens, shrubbery and fountains appear, and then as in the case of the Tuilleries and the Luxembourg Gardens, or of the larger parks, they give relief to the city and bring within the daily and hourly reach of the people all the beauties and comfort of nature of the more remote parks.

This is but one of the many examples to be found throughout Europe. I have mentioned Paris in this and other instances because it combines more important features and in principle is more applicable to what we have to do in this country than the detached examples to be found elsewhere. In the city of Buffalo, though in a different way, the same thing is true, and it is not impossible to conceive that Buffalo with its plan and with what it already possesses, will develop in time into a city full of interest and beauty.

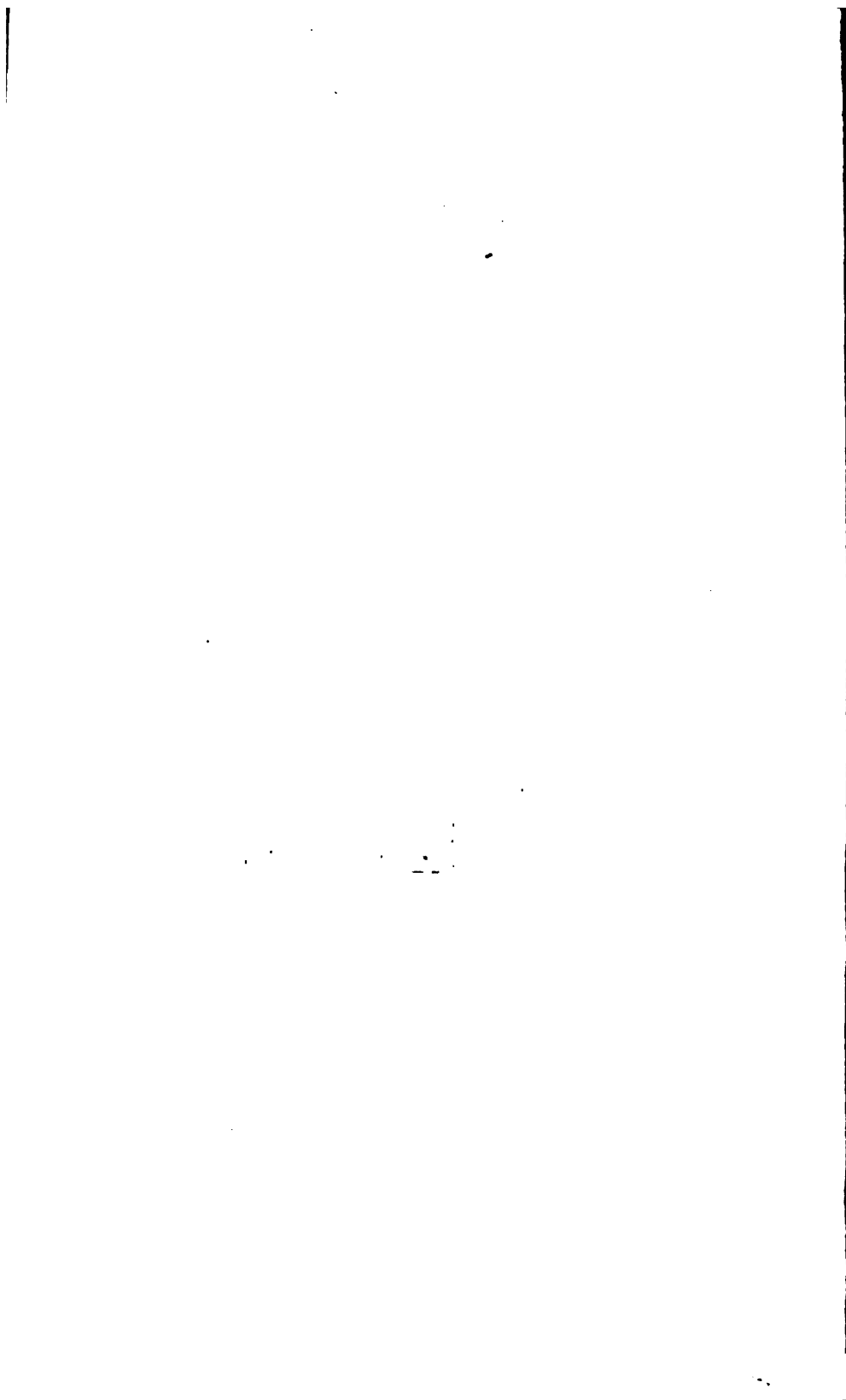
This sort of art has been so far neglected in our cities that unless they are commercially or otherwise active, they have no attraction



PARIS—PLACE DE LA CONCORDE



PARIS—LUXEMBOURG GARDENS
Showing Formal Treatment of Sunken Garden and Rose Planted Embankment



for the traveler and so little attraction for their own inhabitants that they seek amusement and recreation elsewhere—not for the sake of variety, which would be natural and wholesome, but as a matter of necessity. Surely it is within our power to make our cities so beautiful and so attractive, that we will find at home most of the pleasures which we now seek abroad, and others will come to us seeking these same pleasures.

To return from these pictures of the ideal to some strictly practical considerations, I find that the more I study the subject, the more apparent it is to me that there are a few cardinal principles which should underlie all city planning.

1st. CIRCULATION: Convenient, adequate and direct circulation, by which I mean providing ample facility for every sort of traffic, so arranged as to connect every point of the city in the most direct and adequate possible manner with any other point no matter how distant.

2d. HYGIENE: That is to say, the promotion of health by providing for every scientific means of sanitation, drainage, and especially of natural ventilation, by which I mean that a certain proportion should be established throughout every city between the voids and the solids, the areas covered by buildings and other improvements and those reserved for air and light, whether they be parks, parkways, squares, streets or other spaces.

3d. ART, by which I mean the science of solving the two first problems and all other problems dependent thereon, in the most practical and the most artistic way.

In our cities, and in fact in our whole mode of life, we separate work from pleasure, the practical from the beautiful, instead of blending them as is so skillfully done by the older nations of the world. A street is apt to be nothing but a thoroughfare, so that we must go and come and travel upon it without enjoyment, which we must seek elsewhere at given points laid aside for this particular purpose.

In the same manner we do not combine work and pleasure sufficiently, with the result that both our work and pleasures are strenuous in character and often become excesses.

But there is no reason why our streets should not be thoroughfares and breathing spaces and pleasure grounds all in one. Neither is there any reason why we should not get as much pleasure in traveling through our streets during working hours as at other times.

Take Paris and almost any large European city as an example, and you will find that their main thoroughfares are beautiful avenues,

parks in themselves—cool and shady, with plenty of air and light and all manner of attraction. The beauty of a street induces beauty in buildings and adds beauty to life, whereas the confusion of streets and jumble of buildings that surround us in our American cities contribute nothing valuable to life; on the contrary, it sadly disturbs our peace of mind and destroys that repose within us which is the true basis of all contentment.

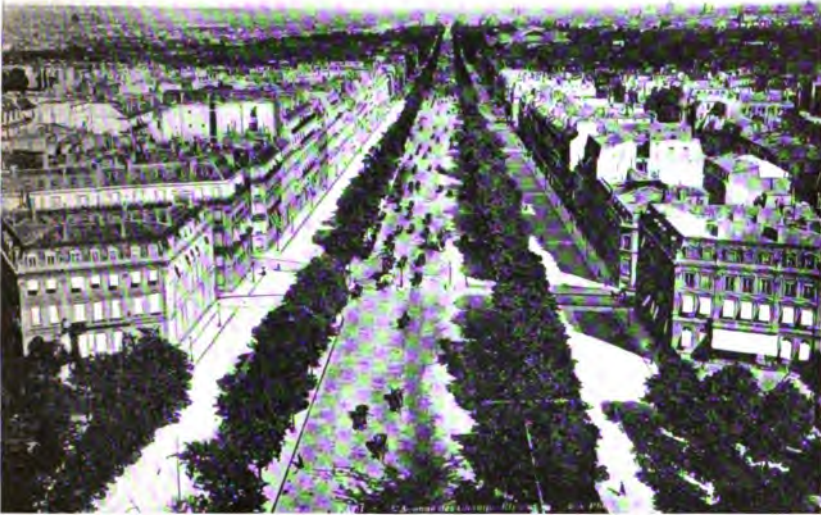
A French painter, who spent some time in this country, in discussing American life with me was quite enthusiastic about many features of it, but the thing that he missed the most after the day's work was a quiet and aimless stroll through the streets of the city, which had become a part of his daily life at home, such as we take across the country or through the woods, not knowing and not caring where he was going, but sure to find at every turn something to interest him and to rest his tired mind. In America, he said, people run; they have but one object, to arrive as quickly as possible at their destination, because there is nothing in transit to attract their attention or to make it worth while to linger.

In the case of the painter who sits by his easel all day long, it was the evening hour that was dull and stupid, but in the case of most of us who are out and about much of the day, the loss is even more serious.

What should be aimed at, in the remodelling of our cities, is the creation of as many centers of interest throughout the city as possible, which you will find has been done in every beautiful city throughout the world. Certain sections of every city must of necessity be ugly and forbidding, and such centers are a refuge and a relief. We must then aim at an interesting and attractive and beautiful way of getting from any one important point in the city to the next point of interest, so that in whatever direction we may travel we may find recreation and rest. Our avenues are the most important factors in accomplishing this purpose, but we must endeavor to have as many of our secondary streets as possible, made likewise interesting.

The greatest encouragement should be offered to the people in planting trees wherever possible, especially in the wider streets. They should be instructed as to the best varieties and how to plant them, and if possible the authorities should undertake to do it for them on well established lines.

A tree once planted ought to be well cared for under the supervision of the authorities. Some degree of uniformity is absolutely necessary to obtain satisfactory and lasting results, and there are



PARIS—CHAMPS ELYSEES

Seen from Arc de Triomphe, showing City Avenue with Three Roadways separated by rows of Trees



PARIS—CHAMPS ELYSEES

Showing Formal Avenue of Trees with a Monument at end of Vista

so many beautiful examples, whether abroad or in this country from which to draw inspiration that there is little or no excuse for ignorance or indifference on this point, and whether it be the horsechestnut or the rows of clipped sycamores of the Paris Boulevards, or the elm trees of our New England villages, or as we approach the rural districts, the poplar trees of Italy, Switzerland and France, the beautiful roads with avenues of trees and well-kept sod gutters and hedges of hawthorne and other varieties of France and England and some parts of this country, or the wonderful avenues of Cryptomaria and Bamboo of Japan, or the avenues of palms of Brazil and Egypt, they are all suggestive and most of them possible of adaptation in our midst.

In Europe, in Japan and in other countries these avenues of trees extend from city to city. They are planted not only for beauty but because of the shade and the shelter from the storm which they afford the traveler, and because the moisture which they preserve on the road has proven to be good economy in the maintenance of it.

Hedges are more beautiful than fences. They need relatively little care and in a very short while become a real economy.

But planting is not the only artistic consideration in laying out an avenue—the proportions of the width of the road bed of an avenue to its sidewalks, and the treatment of the road bed and the sidewalks, the number of rows of trees, their character and height and spacing, the breaking of the avenues at stated points for cross avenues or lanes, the introduction of architectural features, statuary, vases, terraces, pergolas, occasional formal treatment of gardens, shrubbery or flowers, and where possible in the proximity of water, the harmonious treatment of the driveway and the water, so as to obtain the reflection of the landscape in the water, the introduction of bridges with proper approaches, the cutting out of vistas at special points, and the placing of important objects of interest in the line of these vistas or in the line of an avenue, are all important. It is possible with careful study and discrimination to make color even an accessory to the development of every kind of landscape, whether in the choice of different colors of foliage, which will often help to lengthen a perspective or to accent a feature or whether in the color of the buildings, approaches and accessories.

Every avenue should lead to some object of interest when possible and should be the approach to this object, be it building or monument. When crossed by another avenue, no hesitation should be felt now and then in interrupting the vista by a monument,—on the contrary, no opportunity should be lost of placing a monument

at such an intersection. In the same manner every important building should center on an avenue leading from it when possible and should not be placed so that the approach to it is really not toward the building but past the building.

Nothing is more tiresome in cities like New York for instance than this very parallelism and interminable lack of interruption, and nothing is more charming than the opposite effect in Washington or in Paris. No one regrets seeing the Capitol at the head of Pennsylvania Avenue or a public square with a monument interrupting almost every avenue in Washington, no more than one regrets seeing the Arc de Triomphe at the head of the Champs Elysees or the Opera at the end of its avenue. Trinity Church at the head of Wall Street is almost a solitary example of this principle in the great city of New York.

Can we find anywhere a better example, a more complete and beautiful picture, combining every sort of avenue and street, vista and grouping, square and park,—monuments, quays and water front,—bridges,—commercial, residential and public architecture, than the Place de la Concorde in Paris, so beautiful in itself as to scheme, proportions and detail, with its superb arrangement of roadways, sidewalks, balustrades, railings, fountains and statuary, with the obelisk as the center of the whole composition. Looking up the Champs Elysees, which is a real Park Avenue, and perhaps the most wonderful one to be seen anywhere in the world, in the center we have a wide pleasure drive flanked on either side in its entire length with rows upon rows of trees forming veritable parks in which are to be found all manner of places of amusement and recreation, whether for adults or children, for people of refinement and culture or for the populace, for we have here picture galleries, theatres, museums, also the circus, Punch and Judy shows, open air music, croquet grounds, bowling greens and many other varieties of innocent sport. Flowers, shrubs, fountains and statuary are introduced here and there in the greatest profusion and with the greatest art. Two secondary streets, one on each side of the avenue, out beyond the trees, serve as thoroughfares leading to the houses facing the Champs Elysees, many of them with beautiful gardens and many of them famous for the art of the buildings and their surroundings.

At the head of the avenue, which rises slightly, is the great Arc de Triomphe, which is the central feature of a large circular plaza surrounded with buildings of uniform architecture and from which radiate twelve different avenues leading for miles in every



PARIS—LUXEMBOURG GARDENS, FONTAINE DE MEDICIS
 Showing Formal Fountain and Reflecting Pool of Water in Park



PARIS—PALAIS ROYAL
 Showing Sunken Garden and Formal Tree Planting and Formal Architectural Background

direction,—avenues which were planned many years ago and which have developed and grown gradually, some of them extending to neighboring towns, like Versailles, St. Cloud and Meudon.

If you turn in the opposite direction, the wonderful gardens of the Tuileries, with the Tuileries and the Louvre Palaces in the back ground; or if you face the river, with its beautiful quays and wonderful bridge dedicated to Concorde, you see before you on the opposite bank of the river the impressive, classical building of the House of Representatives, flanked on one side by the Foreign Office with its gardens, and on the other with the most charming Palace of the Legion of Honor with its gardens. If you face in the fourth direction, turning your back to the river, you look up the Rue Royal with its beautiful row of shops and with the Temple of Madeleine, as a background, with its superb Corinthian colonnade, sixty feet high, and its pediment with its wonderful carvings; and in the foreground on the right and left of the Rue Royal, facing the square, are the two most wonderful Renaissance buildings that France has ever produced, both alike in every particular—on the left the Garde Meuble, on the right the Ministry of Marine.

The development of this whole scheme was gradual, it is true, but it was carried out according to a general plan conceived on consistent and logical lines of practical utility according to the highest standards of art and beauty. The Place de la Concorde itself, with its two wonderful buildings and its entire setting is the masterpiece of one of the greatest of French architects, Jacques Ange Gabriel.

Need I refer to other beautiful groupings scattered all over the world from which inspiration can be sought for the treatment of our cities? Is there any reason why we should not have in our cities squares as beautiful as the Palais Royal, or parks developed so as to be as beautiful as the Luxembourg Gardens or the Tuileries? Think of the variety that is to be found within the Luxembourg Gardens, and not a feature that is not in some way interesting, not a statue or vase or fountain that is not worthy of its place,—the trees nursed and well cared for, the flowers planted with the greatest art, not so that each individual plant will develop to its fullest and most perfect growth, which is the ambition of the florist and of the average landscape gardener, but so that the entire mass forms a beautiful picture where each color is grouped so as to help the general effect, just as each note is a part of a musical harmony. All of this work is intensely formal in conception but in reality it is full of variety, and even picturesqueness. Its main beauty lies

in the fact that the initial idea and the composition were the main objects in view, then the development of the detail, and lastly the execution of the whole within reasonable bounds, so as to make it possible to maintain and to develop the work once created.

Denman W. Ross, in his interesting book, "A Theory of Pure Design," writes: "While I am quite unable to give any definition or explanation of Beauty, I know where to look for it, where I am sure to find it. The Beautiful is revealed, always, so far as I know, in the forms of order, in the modes of harmony, of balance, or of rhythm. While there are many instances of harmony, balance and rhythm which are not particularly beautiful, there is, I believe, nothing really beautiful which is not orderly in one or the other, in two, or in all three of these modes. In seeking the beautiful, therefore, we look for it in instances of order, in instances of harmony, balance and rhythm. We shall find it in what may be called supreme instances. This is perhaps our nearest approach to a definition of beauty; that it is a supreme instance of order, intuitively felt, instinctively appreciated."

This is what we feel in the presence of the beautiful setting which I have just tried to describe and we are impressed almost beyond words by the beautiful order, harmony, balance and rhythm of the entire setting. The formality and similarity of some of its parts, far from being monotonous, on the contrary give you an intense sense of repose notwithstanding the great variety of its parts and the continuous motion of the thousands of people and vehicles within sight.

In the old world the growth and development of cities was very gradual and coincident with the development of civilization and the advancement of art. The remodeling of cities was brought about by rather violent methods—sometimes by the necessity of rebuilding the cities that were devastated or ruined by the conquering hordes, at other times by the ambition of the conqueror to reproduce in his own land the wonders that he has seen abroad, and so we travel through the ages from Egypt to Greece, to Rome, to France, to Germany, to Spain and England and the rest of Europe.

The important points to note are, that the utilitarian and the ideal conditions of city building were developed side by side, and that art was not promoted by public opinion, though it was greatly influenced thereby, but by individuals having the ambition and the power to bring about a new order of things without hindrance.

With us, on the other hand, cities far surpassing in size the largest cities of the old world, have grown so rapidly, that the utilitarian side has forced itself upon the people and taken all of their

energy, means and thought, leaving no opportunity for art excepting of the most perfunctory and casual character, so that we are now confronted with the necessity from the artistic point of view (from the point of view which interests us here tonight) of remodeling practically all of our cities, not by the will of the Cæsars, of a Napoleon or even of a Haussmann, but by the will of 80,000,000 people of different races and with different views, a large majority of whom have no appreciation of the subject and are moreover sordid and thinking of the present without any consideration for the future.

This is what makes the task so difficult and at times so very discouraging, for with our democratic institutions men are moving in and out of office, policies are being changed, and a great scheme of municipal improvement is no sooner thought of and partly worked out than it is completely upset by a mere change of administration and the lack of that continuous personal element which has always been indispensable as the force behind any creative movement.

I venture to say that there is hardly a practical solution of a single municipal development which is presented, that cannot be made less expensive within a very few years by the development of the artistic side and possibilities of the problem, whether by creating entirely new civic centers, whether by adding to the beauty and attractiveness of these centers and thereby enhancing the value of property and increasing the tax levy, or whether only by making an improvement which is permanent and capable of indefinite development, so that the first cost is not an absolute waste of money.

I am afraid that I have wandered back and forth through my subject and perhaps caused some confusion in your minds.

My object has been mainly to suggest in every possible way the charm to be obtained from the proper treatment on artistic lines of every civic development, the desirability of having such a treatment in your city and the possible means of getting it with the greatest degree of permanency, and you should remember that these improvements have a value not only on altruistic grounds but from a purely commercial and economic point of view. Public art has proven in every country of Europe to be the very best of investments, and not only the large cities of Europe but the most remote spots attract the stranger and hold his interest and obtain from him enormous profits merely because of the beautiful things that they possess and have to show him, and every improvement of this kind not only draws the stranger within your gates but greatly enhances the value of the property in its immediate vicinity.

The improvements undertaken under Napoleon III. in Paris, under the direction of Baron Haussmann, cost 500,000,000 francs, or \$100,000,000, and statistics show, on a conservative estimate, that this is about the amount that is spent annually in the City of Paris by tourists and visitors who go there to a great extent because of these improvements.

In carrying out your work, let me warn you to avoid the specialist, who seeing much in little does not see very far, who in his zeal for the perfection of the detail, loses sight of the great principles involved, but on the other hand you must encourage the artist who usually suffers from lack of popular appreciation. Give him every encouragement that is needed, and do not hesitate, as in the case of the musician or the actor, to give him applause. Every artist is helped by it. He needs the public for support and encouragement and the public needs him in order that public monuments may have dignity and that private life may have beauty.

Beware, in the development of your city of the specialist, be he artist or other, who is not enthusiastic and thoroughly in love with his work, and who has not the power to arouse in you the same enthusiasm and love for his art that he himself feels for it.

What we need in civic improvement is real leadership. When the country years ago began to think of and to want parks Frederic Law Olmstead appeared on the scene. What we needed then was the object lesson which Olmstead gave the country, and with the completion of his first park, and under Olmstead's leadership, the whole country was soon covered with beautiful parks, most of them designed by Olmstead, but many by his followers and imitators.

So it was with expositions. No one dreamed that such a conception and such a picture as the Chicago World's Fair could be produced by American artists under American conditions. The object lesson was so far-reaching that it has been felt in every hamlet in the land, and our people throughout the country have been made to realize the significance, the beauty and the nobility of a great architectural setting like the Court of Honor at Chicago; so it was throughout the ages. The great Le Notre produced Versailles and other wonderful settings in France and Hampton Court in England; Gabriel the Place de la Concorde and its monuments; Major L'Enfant, Washington and the plan of Buffalo; Olmstead, our parks; Hunt, Burnham, McKim and others, the Chicago Exposition; and it is the influence of men like these and their achievements in the field of art that have fostered art throughout the ages.



VERSAILLES
Showing Terraces in Foreground



VERSAILLES
Showing Park and Fountain and Extended Vista

Most of the important cities in this country have been thinking of the "City Beautiful" but little or nothing has been accomplished in the way of actually executed work, and what we need are leaders and object lessons. Perhaps Washington may give us this in time, perhaps the work in Cleveland may prove to be such an object lesson, but until a start is made visionary schemes will continue to be produced and little or nothing will develop on the lines of practical and permanent improvements. I may add that the work has usually been approached in the wrong way. A commission of artists without proper authority, without proper means at their disposal, with no support other than that of a few private and public-spirited individuals may prepare beautiful drawings, as has been done in so many cities, notably in the city of New York, without any result; whereas a properly constituted commission, such as has been appointed for the city of Cleveland and lately for the city of Hartford, under the laws enacted by the state of Connecticut, with power, means, and official support, is bound to approach the problem with a better conception of the realities of the case and with a better chance of actually producing permanent work.

In conclusion, it would seem to me that if we were to make an introspective examination and try to discover the real inward feeling in America towards art, I think we would find that however much we may know about art, our attitude is largely intellectual. We admire art, but we do not love art. Art with us is something ornamental—a luxury, not a necessity. It interests us; it does not thrill us; it is not a part of our life. If it were we would want it and we would have it all about us and it would be just as much a necessary part of our lives as the bodily comforts, as the practical utilities to which we attach such great importance.

"The Anglo Saxon is more or less blind to the claims of beauty and monumental splendor; but he appreciates fully the importance of health, comfort and convenience, and will do much to secure them."

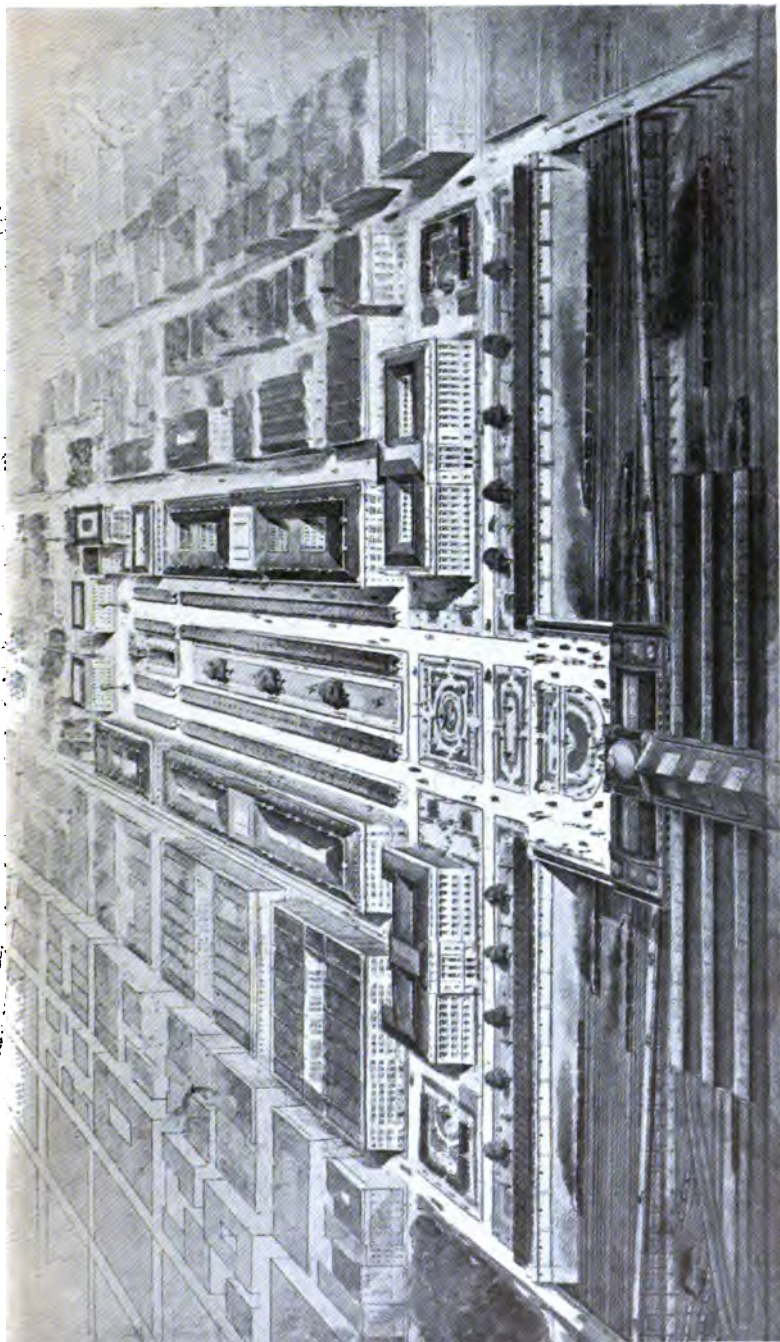
Do you know of any set of men who are happier, who get more genuine enjoyment out of life, than the artist, be he painter, sculptor, architect or musician? Their attitude towards life is no less serious, their labors no less arduous, and their ideals no less high than with others; but art is such a factor in their lives that it gives them the power which we lack and which the Frenchman, the Italian and the German even possess to a marked degree—what the French call "*La joie de vivre*," the joy of living. This joy of living is in them, is part of them, it is mostly independent of wealth and luxury.

Is it not possible that a real love and understanding for art may some day take hold of our people, for the love of the beautiful you must remember is universal, so that to all of the material comforts, which we insist upon, beauty will become an adjunct, so that every man will insist upon and will not be able to live happily without having his house beautiful as well as comfortable; and when it is beautiful, its surroundings and everything leading towards them will have to be beautiful and our cities will have to be beautiful. When we begin to strive for such ideals and to feel real enthusiasm for art and beauty of every kind the glitter of the almighty dollar will be lessened and the possession of great wealth will no longer be considered such a great distinction.

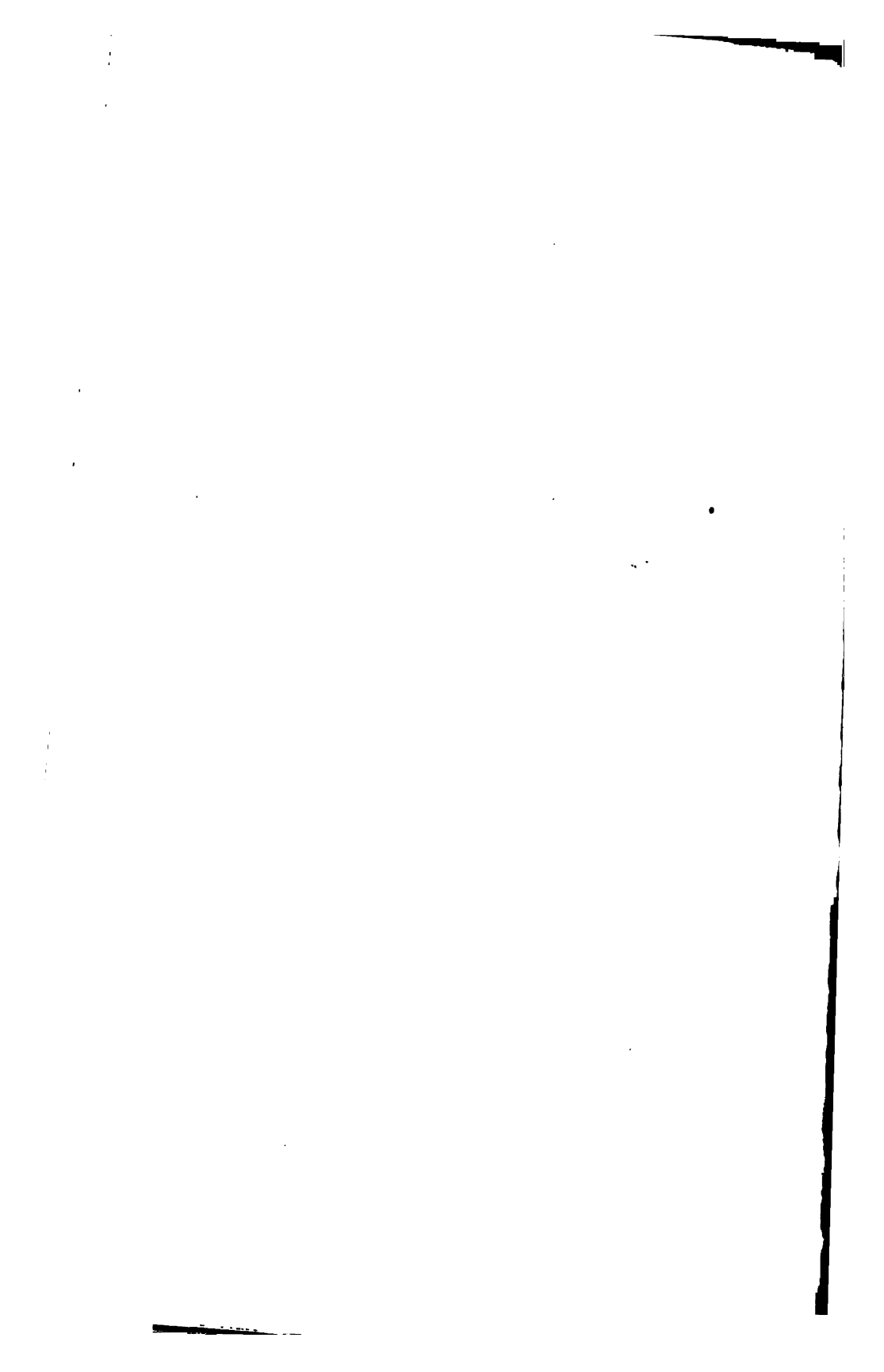
Bearing directly on the subject of public appreciation of art, though dealing more specifically with the fine arts, I wish to quote from a report on the establishment of a Federal Bureau of Fine Arts which was presented at the last Convention of the American Institute of Architects by a graduate of Yale University, Mr. S. B. P. Trowbridge. After referring to expressions of opinion concerning this project, received by letters and published in the daily press, Mr. Trowbridge reports as follows:

"The unfavorable comments are without exception based upon the assumption that a Bureau of the Government devoted to fostering and developing the Fine Arts is un-American, undemocratic and not in accordance with the spirit of the constitution. This contention, absurd as it may seem, is based upon a deeply rooted conviction that the Fine Arts are the prerogatives of the rich and cultivated class. This idea had its origin originally on the one hand in the contempt of the richer class for the lack of learning and appreciation of the poorer class, and on the other hand in the impression of the poorer class that great works of art are luxuries to be enjoyed and appreciated only by those who are able personally to hold them in their possession.

"Not until the eyes of mankind were opened by the great French writers of the 18th century was this idea disputed, and not until after the French Revolution did public museums spring into existence. These repositories of works of art represented the possession of the productions of the great masters, by the people, and opened to rich and poor alike the refining influence of the study of the Fine Arts. Since that time the principle of the democracy of art has been accepted by every civilized nation except the United States of America.



THE GROUP PLAN OF THE PUBLIC BUILDINGS OF THE CITY OF CLEVELAND



"It is always difficult to overcome a deeply rooted tradition, especially in America where conservatism is often carried to an absurd degree. In this case the opposition seems to come, not from the possessing class, who have during the last century been educated to the idea of parting with their prerogatives, but from that class which would be most benefited by a change, although there is still a small number of people who stand for a continuation of privileges and prerogatives of the aristocracy and are jealous of an attempt to give to the public any authority over a branch of human endeavor which for centuries has been in their undisputed possession. This class argues that to appreciate the true value of works of art, cultivation and education and the refinements which come with riches, are necessary; and that to place the benefits of the study of art within the reach of the poor and uncultured is mere casting pearls before swine.

"Strange as it may seem, however, the real opposition comes from the mass of people, who, though loath to acknowledge that they are incapable of appreciating the benefits of the Fine Arts, nevertheless not only accept this humiliating attitude and are willing to be deprived of the advantages to be derived from the greatest of human achievements, but even go so far as to sneer at its manifestations and refuse to be persuaded that the heritage is theirs. So imbued have they become through centuries of oppression with the idea that Art is a luxury beyond their reach that today—one hundred years since their emancipation—they are still perversely blind to the great fact that since the dawn of humanity, the love of the Fine Arts has been a natural inheritance of the whole human race."

Whistler has said: "Listen. There never was an artistic nation" "people lived in marvels of art—and ate and drank out of masterpieces—for there was nothing else to eat and to drink out of, and no bad building to live in; no article of daily life, of luxury, or of necessity that had not been handed down from the design of the master, and made by his workmen. And the people questioned not and had nothing to say in the matter. So Greece was in its splendour, and art reigned supreme by force of fact, not by election—and there was no meddling from the outsider"

Whistler may be right in stating that the people generally did not influence art and accepted it and may have been ignorant of it, but there were those high and mighty and cultured, whether in the church or in the state, who demanded art, who encouraged art

and compelled art, and without whom the artist would have had no recognition and could have worked neither for profit nor for glory. What was true in the ages about which Whistler writes, is no longer true in our day when the average man is a much greater factor in the activities of this world, and it is because of the influence of the masses which prevails today, as distinguished from the influence of the individual, that art has been vulgarized, and therefore the only hope that we have today of raising art above this low standard, is by bringing it home to every man, woman and child.

Americans are great adapters and the commercial age in which we are living vulgarizes everything. Our ideals are too much on a level and too greatly influenced by the mass of superficial literature which is placed within our reach; but if the American ever becomes thoroughly imbued with the art spirit so that his home and its surroundings must be beautiful, he will then cease to copy and gradually will develop his individuality and personality and impress it upon his surroundings, and not until then will we have a *national art*.

During their student days in the Latin Quarter in Paris, Chapu, a great French sculptor, whose charming statuary on the monument erected to the memory of the great painter Henri Regnault, which stands in the Court of the Mulberry of the Ecole des Beaux Arts, may be known to you and the equally great French scientist Perrault, were great comrades. In the course of time they both reached eminence in their calling. Chapu obtained the great "Prix de Rome" and proceeded to the Villa Medici for four years of study and contemplation. Perrault, on the other hand, had achieved equal distinction in the Academy of Science.

After being separated for several years Perrault was persuaded to travel through Italy and to visit his friend, Chapu. These two men, whose attitude towards art was so diametrically different, found themselves together in Rome, the very center and treasure-house of art, the one full of emotion and enthusiasm; the other intellectual and cold. Perrault lived with his friend Chapu at the Villa Medici with all the painters, sculptors, architects and other artists and listened to their discussions and warmed up to their point of view and wanted to enter into their lives, but felt himself unable to do so, his attitude and theirs being so different, so he finally asked his friend Chapu to take him to the Vatican and to explain the wonderful Michael Angelo paintings in the ceiling of the Sistine Chapel, so that he too might enjoy them as they all seemed to. They went off arm in arm and upon entering the Chapel, Chapu became solemn and absorbed. Removing his hat, he walked with bowed

head to the middle of the Chapel, and crossing his arms and turning his eyes towards the great painting, gazed at it in silence and without moving, as if transfixed. Perrault did the same, but very soon he began to move around rather uneasily and to look at the painting from other points of view, while his friend continued motionless in the same attitude. Finally one of the numerous guards approached and entered into conversation with Perrault and began to show him the ceiling in different positions by looking at a little mirror which reflected the ceiling. For a while Perrault was amused, but when he looked up, Chapu had not moved. He was still gazing at the ceiling much to the discomfort and embarrassment of Perrault, and thus he went on for quite a long while, until finally Perrault, almost unconsciously, and hesitating to interrupt his friend, said in an undertone "Eh bien," well, whereupon Chapu threw out his arms and exclaimed in all his enthusiasm for his art "Mon Dieu, que c'est beau," (my God, how beautiful) "and then, and not until then," says Perrault, "did I begin to have a real understanding of art."

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BULLETIN No. 8

PROCEEDINGS
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THE ANNUAL MEETING

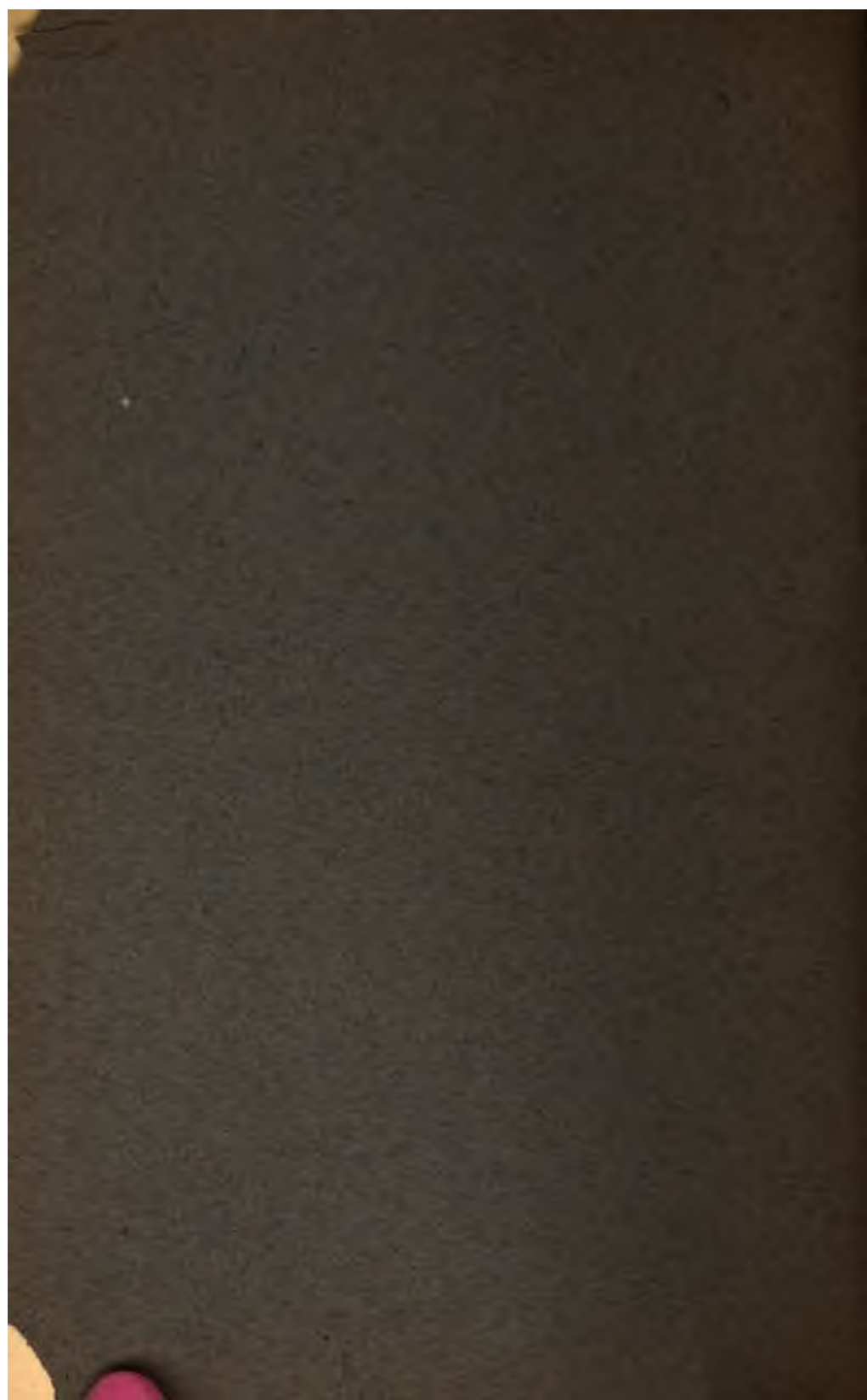
JANUARY 25, 1908

**Officers, Members, Reports of Standing
Committees**



Organized 1904

HARTFORD, CONN.
PUBLISHED BY THE SOCIETY
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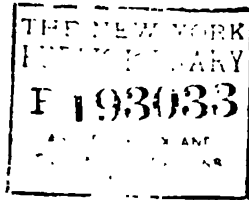
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NOTE

BULLETIN No. 8 of the Municipal Art Society of Hartford is published in accord with a resolution passed by the Board of Directors March 19, 1908, which provided that it should contain "the proceedings of the last annual meeting, the reports of the standing committees, and a revised list of the members of the Society."

It is hoped that this condensed report of the year's work will prove a source of encouragement to our members and of interest to the citizens of Hartford.

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GOODWIN, MISS JEANETTE,	103 Woodland Street.
GOODWIN, WALTER L.,	1204 Asylum Avenue.
GOODWIN, MRS. WALTER L.,	1204 Asylum Avenue.
GORDY, MRS. WILBUR F.,	Springfield, Mass.
GORTON, PHILIP G.,	64 Pearl Street.
GRAVES, MRS. MILES W.,	638 Asylum Avenue.
GRAY, A. MERWIN,	670 Prospect Avenue.
GRAY, MRS. A. MERWIN,	670 Prospect Avenue.
GREEN, CHARLES R.,	State Capitol.
GREEN, DAVID I.,	133 Trumbull Street.
GREEN, JAMES W.,	20 Girard Avenue.
GREENBERG, MRS. LEON,	13 Wethersfield Avenue.
GREENE, JACOB H.,	184 Sigourney Street.
GREENE, MRS. JACOB H.,	184 Sigourney Street.
GRIFFIN, WALTER V.,	Wadsworth Atheneum
GROSS, CHARLES E.,	2 Central Row.
GROSS, CHARLES WELLES,	2 Central Row.
GUNSHANAN, JOHN F.,	19 Affleck Street.
HAAS, BENJAMIN L.,	15 Niles Street.
†HAAS, MISS LOUISA S.,	
HAAS, LOUIS B.,	79 Imlay Street.
HAAS, WILLIAM P.,	P. O. Box 720.
HAGARTY, FRANK A.,	412 Farmington Avenue.
HALL, CLARENCE L.,	61 Wethersfield Avenue.
HALLIDAY, WILBUR T.,	114 Pearl Street.
HAMERSLEY, WILLIAM,	180 Farmington Avenue.
HANSEL, CHARLES R.,	18 Asylum Street.
HANSELL, MISS CAROLINE,	73 Forest Street.
HANSLING, PHILIP, JR.,	25 Sherman Street.
HAPGOOD, EDWARD T.,	36 Pearl Street.
HARBISON, JOHN P.,	102 Vernon Street.

HARRINGTON, EMERSON F.,	7 Charter Oak Place.
HARPER, J. WARREN,	50 State Street.
HART, MRS. EDWARD G.,	69 Willard Street.
HART, MRS. GERALD W.,	24 Highland Street.
HARTMAN, FREDERICK B.,	49 Pearl Street.
HARVEY, FOSTER E.,	865 Main Street.
HAVEMEYER, MRS. CHAS. W.,	131 Washington Street.
HENNEY, WILLIAM F.,	11 Central Row
HEUBLEIN, LOUIS F.,	Hotel Heublein.
HEWES, DWIGHT N.,	725 Main Street.
HEWINS, MISS CAROLINE M.,	Wadsworth Atheneum.
HILLIARD, E. E.,	19 Charter Oak Avenue.
HILLS, MRS. IRENE H.,	50 Gillett Street.
HILLS, J. COOLIDGE,	19 Atwood Street.
Hillyer, Appleton R.,	91 Elm Street.
Hillyer, Mrs. Appleton R.,	91 Elm Street.
†HILLYER, DRAYTON,	
HILLYER, MISS LUCY T.,	91 Elm Street.
HILLYER, MISS MARY B.,	91 Elm Street.
HOLCOMBE, HAROLD G.,	49 Pearl Street.
HOLCOMBE, JOHN M.,	79 Spring Street.
HOLCOMBE, MRS. JOHN M.,	79 Spring Street.
HOLDEN, BENEDICT M.,	161 Beacon Street.
HOLDEN, MRS. BENEDICT M.,	161 Beacon Street.
HOLTZ, ABRAHAM,	1234 Main Street.
HONEY, FREDERICK R.,	778 Broad Street.
HONISS, WILLIAM H.,	315 Pearl Street.
HOOKER, EDWARD W.,	10 Myrtle Street.
HOOKER, MRS. EDWARD W.,	10 Myrtle Street.
HOOKER, THOMAS W.,	119 Capitol Avenue.
HOWARD, CHARLES P.,	116 Farmington Avenue.
HOWARD, LAWRENCE A.,	50 State Street.
HUSSEY, SAMUEL J.,	Minneapolis, Minn.
HUSSEY, MRS. SAMUEL J.,	Minneapolis, Minn.
HYDE, ALVAN WALDO,	2 Central Row.
JARMAN, JAMES H.,	36 Pearl Street.
†JEWELL, CHARLES A.,	
Jewell, Mrs. Charles A.,	140 Washington Street.
JOHNSON, MISS ELEANOR,	79 Elm Street.
JOHNSON, MISS MABEL,	79 Elm Street.
JOHNSTONE, CHRISTOPHER,	45 Pratt Street.
JONES, MISS MARY G.,	15 North Street.
KELLER, GEORGE,	24 Park Terrace.
KELLER, MRS. GEORGE,	24 Park Terrace.
†KENDALL, GEORGE E.,	
KNIGHT, JAMES H.,	6 Charter Oak Place.
KNOX, JAMES W.,	50 State Street.
KNOX, JOHN M.,	38 Capen Street.
LANDERS, GEORGE M.,	New Britain, Conn.
LAWRENCE, CHARLES H.,	199 Sigourney Street.
LAWRENCE, MRS. CHARLES H.,	199 Sigourney Street.
LAWRENCE, NED,	357 Capitol Avenue.
LEIGH, MISS JESSIE,	32 Ward Street.
LEVY, MISS PAULINE EMMA,	96 Main Street.
†LEWIS, MISS MARY B.,	
LEWIS, ROBERT H.,	485 Albany Avenue.
LITTLE, MITCHELL S.,	87 Buckingham Street.
LOOMIS, MRS. THOMAS R.,	320 Farmington Avenue.
LORENZ, WILLIAM A.,	315 Pearl Street.
LUNGER, JOHN B.,	9 South Highland Street.

LUNGER, MRS. JOHN B.,	9 South Highland Street.
LUTHER, FLAVEL S.,	Trinity College.
LYMAN, THEODORE,	22 Woodland Street.
LYON, MRS. BERNARD,	14 Shultas Place.
MACK, JOHN F.,	852 Main Street.
MARKS, MRS. M. F.,	598 Farmington Avenue.
MARVIN, L. P. WALDO,	36 Woodland Street.
MASLEN, STEPHEN,	83 Washington Street.
MATHER, FRANK M.,	149 Sigourney Street.
MCCOOK, ANSON T.,	396 Main Street.
MCCOOK, JOHN B.,	396 Main Street.
MCCOOK, JOHN J.,	396 Main Street.
McLAIN, MRS. ROBERT L.,	186 Sigourney Street.
McMANUS, CHARLES,	109 Washington Street.
McMANUS, HENRY,	318 Collins Street.
McMANUS, JAMES,	107 Washington Street.
McMANUS, MRS. JAMES,	107 Washington Street.
McMANUS, JAMES G.,	36 Pearl Street.
MERRITT, JOSEPH,	315 Pearl Street.
MERROW, MRS. GEORGE W.,	34 Forest Street.
MIEL, ERNEST DE F.,	120 Sigourney Street.
MILLIGAN, EDWARD,	783 Main Street.
MITCHELL, EDWIN K.,	57 Gillett Street.
MITCHELL, MRS. EDWIN K.,	57 Gillett Street.
MIX, CLIFFORD C.,	36 Pearl Street.
MOORE, WILLIAM A.,	631 Farmington Avenue.
MORTSON, GEORGE,	904 Main Street.
MOYER, CURTIS H.,	105 Pratt Street.
MUNYAN, MRS. CHESTER G.,	37 Gillett Street.
† NEY, JOHN M.,	
NEY, PAUL S.,	265 Asylum Street.
NICHOLS, JAMES,	639 Prospect Avenue.
O'CONNOR, MISS ALICE K.,	25 Gillett Street.
O'KEEFE, MICHAEL,	902 Main Street.
OLDER, MORRIS,	11 Central Row.
OWEN, CHARLES H.,	64 State Street.
PALMER, MRS. FRANCES C.,	1054 Asylum Avenue.
PARDEE, MISS SARAH N.,	132 Washington Street.
PARKER, CHARLES E.,	50 State Street.
PARKER, FRANCIS H.,	902 Main Street.
PARKER, GEORGE A.,	12 Blue Hills Avenue.
PARKER, JOHN M., JR.,	274 Wethersfield Avenue.
PARKER, MRS. JOHN M., JR.,	274 Wethersfield Avenue.
PARSONS, FRANCIS,	960 Prospect Avenue.
PARSONS, MRS. FRANCIS,	960 Prospect Avenue.
PATON, LEWIS B.,	50 Forest Street.
PAULISON, MRS. J. C.,	West Hartford.
PEASE, MRS. CHARLES A.,	720 Prospect Avenue.
PECK, ERMON M.,	800 Main Street.
PEILER, KARL E.,	56 Allen Place.
PERKINS, ARTHUR,	803 Main Street.
PERKINS, MRS. GEORGE,	43 Prospect Street.
PERKINS, HENRY A.,	Trinity College.
PERKINS, MISS LUCY A.,	49 Woodland Street.
PERKINS, MISS MABEL H.,	43 Prospect Street.
PERKINS, THOMAS C.,	73 Imlay Street.
PERKINS, MRS. THOMAS C.,	73 Imlay Street.
PIERCE, WILLIAM J.,	543 New Britain Avenue.

PIERSON, WILLIAM W.,	32 Putnam Heights.
PILLION, HENRY J.,	208 Collins Street.
PITKIN, HOWARD S.,	East Hartford, Conn.
<i>Pope, Alfred A.,</i>	Farmington, Conn.
POST, WILLIAM STRONG,	219 Asylum Street.
POTTER, ROCKWELL H.,	142 Washington Street.
PRATT, CHARLES F.,	466 Farmington Avenue.
PRATT, WALDO S.,	86 Gillett Street.
PRESTON, EDWARD V.,	31 Gillett Street.
PRESTON, MISS EVELYN W.,	31 Gillett Street
RANDALL, HERBERT,	17 Marshall Street.
RANNEY, WILLIAM W.,	45 Niles Street.
RANNEY, MRS. WILLIAM W.,	45 Niles Street.
RAPELYE, CHARLES A.,	829 Main Street.
REDFIELD, HENRY S.,	5 Central Row.
REDFIELD, HOSMER P.,	777 Main Street.
REED, GEORGE R.,	66 State Street.
RICE, H. I. B.,	60 Niles Street.
RICE, WILLARD A.,	214 Pearl Street.
RIGGS, ROBERT B.,	35 Forest Street.
RIGGS, MRS. ROBERT B.,	35 Forest Street.
RIPLEY, JOHN C.,	752 Main Street.
ROBBINS, PHILEMON W.,	16 Charter Oak Place.
ROBERTS, GEORGE,	63 Washington Street.
ROBERTS, HENRY,	129 Lafayette Street.
ROBERTS, MRS. HENRY,	129 Lafayette Street.
ROBINSON, HENRY N.,	78 Asylum Street.
ROBINSON, MRS. LUCIUS F.,	45 Forest Street.
RODGERS, CLARENCE M.,	Buffalo, N. Y.
ROOD, STANLEY H.,	57 Willard Street.
ROPKINS, MRS. EDGAR L.,	856 Prospect Avenue.
ROOT, EDWARD K.,	49 Pearl Street.
ROSS, HERBERT A.,	36 Pearl Street.
†ROYCE, PHILANDER C.,	
RUSSELL, THOMAS W.,	774 Asylum Avenue.
SANBORN, WILLIAM A.,	684 Farmington Avenue.
SANBORN, MRS. WILLIAM A.,	684 Farmington Avenue.
SCHUTZ, ROBERT H.,	97 Elm Street.
SCHUTZ, WALTER S.,	36 Pearl Street.
SCHWAB, MISS JOSEPHINE,	24 Charter Oak Place.
SEYMOUR, RALPH R.,	803 Main Street.
SHELDON, PAUL,	800 Main Street.
SIMPSON, SAMUEL,	250 Collins Street.
SLOCUM, CHARLES H.,	800 Main Street.
SMITH, CLARENCE H.,	East Hartford.
SMITH, EDWARD L.,	11 Central Row.
SMITH, DR. F. TERRY,	70 Cone Street.
SMITH, MRS. E. TERRY,	70 Cone Street.
SMITH, F. GOODWIN,	17 Charter Oak Place.
SMITH, FRANK G.,	253 Capitol Avenue.
SMITH, H. HILLIARD,	36 Pearl Street.
SMITH, WILLIAM H.,	49 Pearl Street.
SOUTHER, HENRY,	851 Prospect Avenue.
SPENCER, MISS MARY CATLIN,	331 Laurel Street.
SPERRY, HENRY M.,	76 State Street.
<i>Stedman, Miss Elizabeth S.,</i>	79 Elm Street.
STEEL, EDWARD L.,	902 Main Street.
STEVENS, MISS ELIZABETH T.,	93 Niles Street.
STONER, GEORGE J.,	26 State Street.
STORRS, MRS. WILLIAM M.,	81 Elm Street.

STRANT, CHARLES H.,	1128 Main Street.
SUMNER, FRANK C.,	609 Farmington Avenue.
SUMNER, MRS. FRANK C.,	609 Farmington Avenue.
TALCOTT, GEORGE S.,	New Britain, Conn.
TALCOTT, MRS. GEORGE S.,	New Britain, Conn.
TAYLOR, EDWIN P.,	41 Wethersfield Avenue.
TAYLOR, JOHN M.,	64 Garden Street.
TAYLOR, MRS. JOHN M.,	64 Garden Street.
TOMLINSON, CHARLES C.,	139 Fern Street.
TRAPP, MRS. WILLIAM WALLACE,	239 Farmington Avenue.
TRUMBULL, MISS ANNIE E.,	734 Asylum Avenue.
TUCKER, EDWIN H.,	19 North Beacon Street.
TUCKER, JAMES E.,	264 Trumbull Street.
<i>Tuller, Miss Mabel C.,</i>	43 Park Street.
TURNBULL, THOMAS.,	763 Asylum Avenue.
TUTTLE, JOSEPH P.,	50 State Street.
TWITCHELL, WILLIS I.,	31 Atwood Street.
VEEDER, CURTIS H.,	40 Willard Street.
WACHTER, LOUIS E. FRANK,	618 Capitol Avenue.
WARNER, MRS. CHARLES D.,	57 Forest Street.
WARNER, EDWARD H.,	265 Edgewood Street.
WARNER, HERBERT O.,	22 Marshall Street.
WASHBURN, ALBERT L.,	80 Pearl Street.
WATSON, ALEXANDER,	283 Sheldon Street.
WEAVER, THOMAS S.,	36 Pearl Street.
WEBB, R. L.,	Mystic, Conn.
<i>Welch, Andrew J.,</i>	Hotel Heublein.
WELCH, ARCHIBALD A.,	21 Woodland Street.
WELCH, MRS. ARCHIBALD A.,	21 Woodland Street.
WELCH, HENRY K. W.,	15 Woodland Street.
WELLING, MRS. JAMES C.,	159 Farmington Avenue.
WELLS, ERNEST A.,	2 Garden Street.
WELLS, RALPH O.,	60 Allen Place.
WELLS, THOMAS D.,	33 Capitol Avenue.
WENTWORTH, DANIEL F.,	904 Main Street.
WHAPLES, HEYWOOD H.,	955 Asylum Avenue.
WHITE, HENRY C.,	1034 Prospect Avenue.
WHITE, HERBERT H.,	36 Pearl Street.
WHITMORE, WILLIAM F.,	424 Asylum Street.
WHITNEY, HENRY D.,	65 Pearl Street.
WHITON, FRANK W.,	118 Capen Street.
WICKHAM, CLARENCE H.,	P. O. Box 645.
WILLIAMS, ALLEN H.,	772 Asylum Avenue.
WILLIAMS, MRS. BERNARD T.,	15 Woodland Street.
WILLIAMS, MRS. GEORGE C. F.,	17 Atwood Street.
WILLIAMS, MRS. GEORGE G.,	28 Prospect Street.
WIRTH, THEODORE,	Minneapolis, Minn.
WOLCOTT, MISS HELEN L.,	Wethersfield, Conn.
WOLFF, ARTHUR J.,	1 Spring Street.
WOODWARD, CHARLES G.,	742 Asylum Avenue.
WOODWARD, JOSEPH H.,	85 Elm Street.
WORTHINGTON, CHARLES A.,	79 Kenyon Street.
ZUNNER, GEORGE,	756 Main Street.

MEMBERSHIP.

Life Members,	23
Annual Members,	411
Total,	<hr/> 434

REPORT OF THE SECRETARY TO THE PRESIDENT AND
DIRECTORS OF THE MINNEAPOLIS ART SOCIETY
FOR THE YEAR 1917

Presented at the 50 Annual Meeting, Feb. 22, 1918

To President John M. Holcombe and the Directors of the Minneapolis Art Society

Your Secretary has the honor to submit the annual report as follows. The annual meeting of the Minneapolis Art Society was held at the Hotel Astor on December 14, 1917. Reports of officers and standing committees were made and accepted as correct. Resolutions were passed and officers were elected as follows: Charles A. Godard, Mr. Arthur R. Harper, Mrs. Mary Emerson Beach, Mrs. M. Toren Bennett, Morris G. Palmer, Louis R. Cheney, Wm. H. Carter, Mr. Jacob H. Greene, Alfred Edwards, Frank A. Hapner, Walter F. Henney, John B. Langer, Paul S. Lumber, Edward J. Garvan, Robert C. Glazer, H. Howard Smith, John M. Holcombe and Louis B. Haas.

Resolutions were adopted in accordance with the recommendations of the committee on civic centers and public buildings, on the following subjects: Buell Memorial and Height of Buildings; also on Incorporation of Society and on Bill Boards. Resolutions relating to the improvement of Park River and for a traffic ordinance were referred to the Director. The meeting then listened to an exceedingly instructive lecture by Mr. Robert D. Andrews of Boston on the subject, "Colonial Architecture, and the Necessity for the Preservation of the Few Good Specimens of this Architecture Now Remaining."

MEMBERSHIP.

The total membership of the Society today is 412 as compared with 417 at the close of the previous year.

BOARD OF DIRECTORS.

At the first meeting of the Board of Directors, the following officers were elected: President, John M. Holcombe; First Vice President, Walter S. Schutz; Second Vice President, Edward J. Garvan; Third Vice President, George M. Landers; Secretary, Charles R. Green; Treasurer, Hosmer P. Redfield; Librarian, George S. Godard. Mr. Green being unable to accept the position of Secretary, Charles W. Burpee was chosen for the position.

During the year the chief subjects taken up included an ordinance for the regulation of vehicular traffic, which was carried through with success, greatly to the benefit of the city; the matter of street fixtures and advertising signs, work in which is not yet completed; the improvement of Park River; the regulation of illuminated signs; the rearrangement of trolley routes in the city; and better lighting under the Asylum Street Bridge at Union station.

The Society used its influence in the Legislature in behalf of the bill (which was passed) restricting the height of buildings in the vicinity of the Capitol. Also it appeared by many of its members in favor of the Round House site and a granite building for the new State Arsenal and Armory.

It having been planned to have a formal opening of the new bridge across the Connecticut River in October, the Directors on May 17th adopted a resolution offering the commission of the Connecticut River Bridge and Highway District its co-operation in the proposed celebration, and authorized the President to appoint a special committee of five to take up the subject with the art, musical and historical societies in the city and State, and the Committee of the Court of Common Council, to the end that the celebration might in every way be fitting the historic occasion. Later it was decided to postpone the dedication until next summer. The Society stands pledged to do all within its power.

The work of improving City Hall has progressed most satisfactorily. The wood-work has been painted white, and the brick-work colonial gray. There is a prospect that with further appropriation the improvements will be continued.

Through Mr. Schutz the Society corresponded with the officials of the Connecticut Company controlling the trolley lines in the city, relative to the obnoxious yellow color of the newly painted cars, but obtained no promise of change of determination on the part of the company.

President Holcombe offered the Society's aid in city plan work, particularly as to the probable early extension of the High School buildings and property, which offer was acknowledged by Mayor Henney with the statement that the Society's City Plan Committee would be welcomed at the hearings before the Common Council's City Plan Committee, in conjunction with other committees.

The smoke nuisance was discussed thoroughly, and it was voted that it was the sentiment of the Society that an ordinance should be passed abating the nuisance, co-operation being promised.

A further appropriation of \$50 was made for the continuance of the work of examining the town records, and preparing maps concerning the history of street names and public places.

BUSHNELL MEMORIAL.

In accordance with the resolution adopted by the Society at its annual meeting on November 27, 1906, President Holcombe, in consultation with Mayor Henney, appointed the following committee:

John M. Holcombe	William F. Henney
Melancthon W. Jacobus	Charles E. Gross
Edwin P. Parker	Charles Hopkins Clark
Joseph H. Twichell	Willie O. Burr
Henry Roberts	Charles A. Goodwin
Charles D. Rice	William W. Ranney

Michael Tierney
 Morgan G. Bulkeley
 Meyer Elkin
 Chauncey B. Brewster
 Charles W. Burpee
 Jonathan B. Bunce
 Henry S. Robinson
 Walter S. Schutz
 Mrs. A. R. Hillyer
 Mrs. F. W. Cheney

Flavel S. Luther
 Atwood Collins
 Charles Noel Flagg
 George A. Parker
 Harrison B. Freeman
 Drayton Hillyer
 Austin C. Dunham
 William Hammersley
 Miss C. M. Hewins
 Mrs. John M. Holcombe

Mrs. C. C. Beach

This committee at a meeting on March 1st duly organized. As yet no report has been made by it. It may be stated in connection, though not a part of this formal report, that Mr. Holcombe was made chairman and Mr. Burpee secretary, and that a sub-committee was appointed consisting of Mr. Holcombe, Mrs. Henney, Charles E. Gross, Charles N. Flagg, George A. Parker, Mrs. A. R. Hillyer and Mrs. F. W. Cheney.

The date for the annual meeting was postponed partly for the purpose of securing a good speaker for the occasion. Mr. Howard Mansfield, President of the Commission of Art of the City of New York, was selected and accepted the invitation extended to Mr. Holcombe for January 25th at Hosmer Hall.

Respectfully submitted,

CHARLES W. BURPEE, *Secretary*

January 25, 1908.

REPORT OF H. P. REDFIELD, TREASURER,
MUNICIPAL ART SOCIETY,

To January 25, 1908.

Dec. 1, 1906.

Received balance from R. C. Glazier, Treas.	\$971.65
Collected on 1906 account.	8.00
Collected on 1907 account.	106.00
Collected on 1908 account.	462.00
	<hr/>
	\$1,547.65

Paid M. L. Smith, clerical work.	\$48.29
J. C. Hills, Illustrating Lecture.	10.00
Clark & Smith, Printing.	144.95
Case Lockwood & Brainard (bulletins).	58.70
E. J. Garvan, organization.	13.50
R. C. Glazier, clerical assistance.	5.40
Alice M. Creedon, stenographic work.	35.00
R. D. Andrews, lecture.	10.00
J. P. Comstock, printing.	1.50
A. G. Nystrom, stenographic work.	5.75
W. H. Barnard, printing.	3.25
D. W. Redfield, clerical assistance.	3.75
Post Office, stamped envelopes.	15.93
C. W. Burpee, Secretary, postage. ....	.50
A. L. Washburn, searching records.	30.00
G. C. Bidwell, stenographic work.	5.00
Balance, cash on hand.	1,156.13
	<hr/>
	\$1,547.65

Fees of Life Members, a permanent fund.
Deposited in Society for Savings, \$390.15.

Audited January 25, 1908.

H. HILLIARD SMITH.

REPORT OF COMMITTEE ON CIVIC CENTERS AND PUBLIC BUILDINGS.

HARTFORD, January 25, 1908.

To the President and Board of Directors of the Municipal Art Society:

The Committee on Civic Centers regrets its inability to hand in a detailed report at the present time. It does, however, report progress, and invites the co-operation of all the members of the Society in an effort to carry to a successful conclusion the movement for a memorial to Doctor Horace Bushnell, the restoration of the City Hall, and the adoption of an ordinance limiting the height of buildings; all of which, as motions, were favorably passed at the last annual meeting.

Respectfully submitted,

CHARLES NOEL FLAGG, *for the Committee.*

REPORT OF COMMITTEE ON PRINTING AND PUBLICATIONS.

Your Committee on Printing and Publications respectfully reports that two bulletins have been issued during the year. Bulletin 6, containing the list of our officers, directors, standing committees and membership together with the several reports presented at our last annual meeting, a pamphlet of 35 pages, was issued from the press of Clark & Smith in an edition of 1,000 copies at an expense of \$67.50.

Bulletin 7, copies of which have been distributed this evening, contains a paper prepared especially for this bulletin by the well-known architect, Mr. John Carrere, of New York, upon the topic, "City Improvements from the Artistic Standpoint." This bulletin of 20 pages and 10 plates was also issued from the press of Clark & Smith in an edition of 5,000 copies at an expense of \$205.27

Through the liberality of our Society our bulletins have been placed in the principal governmental libraries of Europe, the several state libraries and many of the college and larger libraries of our country.

Your committee are of the opinion that, as in the past so in the future, much good can be accomplished for municipal improvement both at home and elsewhere through the assistance of timely and carefully prepared bulletins.

Respectfully submitted,

GEO. S. GODARD, *Chairman.*

REPORT OF COMMITTEE ON STREET FIXTURES AND ADVERTISING SIGNS.

HARTFORD, January 25, 1908.

The Committee on Street Fixtures and Advertising Signs makes its report as follows:

Various matters have been referred to this Committee during the year for examination and report, the most important of which are the question of bill boards and the traffic regulations.

BILL BOARDS.

That public sentiment is being aroused against the unsightly bill boards which disfigure our cities and the lines of our principal railroads is evidenced by the growing agitation of the subject throughout the country. The American Civic Association has entered upon an active campaign to curtail the bill board evil, and is endeavoring to make public authorities appreciate that not only are bill boards detrimental to the physical beauty of a community, but likewise inimical to health and injurious to property values.

The subject was one which received much attention at the recent meeting of the Association in Providence, and it would seem that our Society could not do better than co-operate with this Association in its crusade against the bill board nuisance. We contributed \$25.00 to the American Civic Association toward defraying the expenses of its campaign for the protection of Niagara Falls, and the Treasurer of the Association has written asking for a like contribution in support of the Association's "effort to make bill boards the subject of proper taxation and to have public sentiment so educated as to demand the suppression of offensive displays as nuisances." Your committee feels that it would be well to make an appropriation for this purpose as the American Civic Association is best equipped for carrying on the general campaign.

Here at home, however, we have a special duty to perform. Your committee has devoted its attention chiefly to devising some means for removing, or at least diminishing the bill board atrocity on Asylum Hill. We brought the question of taxation of bill boards before the Assessors and the Tax Commissioner, but they did not feel that under existing statutes they were at liberty to consider bill boards in assessing property for taxation.

The special committee on taxation, appointed by the Massachusetts Legislature, in its 1907 report recommends that "sign boards and bill boards be considered by assessors in determining for the purpose of taxation the value of any real estate upon which such boards are located," and submitted the following draft of a bill:

AN ACT RELATIVE TO THE TAXATION OF SIGN BOARDS.

The assessors of the cities and towns of the commonwealth are hereby authorized and directed, in determining for the purposes of

taxation the value of any piece of real estate, to include such value as attaches to said real estate by the presence thereon of any sign board, bill board or other device used for the purposes of advertising any business, goods or wares other than those conducted upon or offered for sale upon the property, whether such bill board, sign board or other device is personal property or real estate.

Your committee urges the introduction of a similar bill at the next session of the Connecticut Legislature. The Hartford Board of Trade in the very excellent and comprehensive report of its Secretary read at the annual meeting on January 14th, refers to the bill board nuisance and pledges its co-operation to our Society in the effort to curb this evil. So far as the bill boards on the west side of Asylum Hill are concerned, it seems to your committee that the city has a remedy if it will only apply it. The land on which these bill boards are erected was owned in 1848 by Abbie Williams, who conveyed it with a perpetual restriction that "no dwelling house or *building* shall be erected by the grantees, their heirs or assigns, within one hundred and ten (110) feet of Asylum Street." This restriction was created for the benefit of the old William's homestead, which stood just east of the High School, and which was torn down several years ago after the property had been acquired by the city. Various unsuccessful efforts have been made from time to time by the owners of the restricted property to have the restriction removed, but the restriction still exists and cannot be removed. It seems to your committee that the great two story bill boards are "buildings" within the meaning of this restriction, and that the city being now the owner of the Williams property has the right to object to their maintenance in violation of the restriction. There is at least a question which the city could and we feel ought to raise as to the right of owners of the property to maintain these bill boards. Furthermore, their location on the property causes ice to form on the sidewalks in winter in such quantities as to render the condition of the sidewalks unsafe during a considerable portion of the year.

TRAFFIC REGULATIONS.

Your committee considered the question of proper traffic regulations and appeared before the Common Council having the question in charge. An ordinance regulating vehicular traffic has been adopted by the Common Council and its enforcement has proved of great benefit to the public. We feel that much of the congestion about City Hall could be relieved if traffic were divided by ropes supported by movable iron posts such as are in use in New York City. Their advantage is particularly demonstrated at the intersection of Fifth Avenue, Broadway and 23d Streets. The problem for Hartford is of course a much simpler one and when the trolley tracks around the City Hall are re-arranged, as we understand will be done next season, we believe that the question of proper division of traffic should be considered.

ILLUMINATED SIGNS.

The question of illuminated signs which extend into the street beyond the building lines has received the attention of the committee, and we have done what we could to curb this growing and dangerous evil. The matter has been several times before the Council and we believe is still pending before the City Plan Commission. In the meantime many signs are being maintained in violation of the existing ordinance.

ELECTRIC LIGHT POLES.

By no means the least accomplishment of this Society is the preservation of the handsome lanterns on the Ford Street Bridge close to the Memorial Arch. Thanks to the artistic skill of Mr. Albert Entress, a satisfactory plan for electrifying these lanterns was devised, and the city as well as the Society owes Mr. Entress a debt of gratitude. It seems to your committee that the time is near, if it has not already come, when upon Main Street and around the City Hall at least, the unsightly wooden electric light poles should be gradually replaced by handsome metal ones. The objection has been made that metal poles are more dangerous in that they conduct electric currents more freely than wood, but the metal poles seem to be entirely satisfactory in New York and other cities, and are certainly much more beautiful. An example of the difference can be readily seen by noticing the handsome electrolier which has been erected by the Travelers Insurance Co., at the corner of Main and Grove Streets. If private individuals and corporations are to be allowed to erect such metal poles, it would seem wise for the sake of beauty and uniformity to have a definite style adopted. The slender pole at the corner of Main and Kingsley Streets suffers greatly by contrast to the one in front of the Travelers.

LAY OUT AND NAMING OF STREETS.

The establishment by legislative amendment to the charter of a City Plan Commission is one of the most important and beneficial changes that has been made in our city administration in many years. The working of this commission is being studied by many other cities in New England and its importance cannot be overestimated. It is provided under a resolution of this commission that no street will in future be accepted, the lay out of which has not been submitted to and approved by the City Plan Commission. This will to a large degree prevent mistakes which have so often been made in the past of accepting too narrow and improperly located streets which have been laid out by private individuals and then forced upon the city.

A comprehensive scheme for the naming of new streets has also been adopted, due largely to the effort of our excellent city engineer, Mr. Ford.

In conclusion, your committee must apologize for not doing by half what it could have done in the important field assigned to it.

Questions of great importance to the beautifying and development of the city are constantly arising that ought to be studied by this and the other committees of the Society. It only needs an arousing of public sentiment to secure the best of municipal development, with which alone Hartford citizens will be satisfied.

Respectfully submitted,

WALTER S. SCHUTZ, *Chairman.*

RESOLUTION.

GENERAL ASSEMBLY,

JANUARY SESSION, A. D. 1907.

Resolved by this Assembly:

SECTION 1. That there shall be in the city of Hartford a commission on the city plan, which shall consist of the mayor, who shall be its presiding officer, the president of the board of street commissioners, the president of the board of park commissioners, the city engineer, two citizens, neither of whom shall hold any other office in said city government, one member of the board of aldermen, and one member of the common council board, to be appointed as hereinafter provided.

SEC. 2. The necessary expenses of said commission shall be paid by the city, but no member thereof shall be paid for his services as such member.

SEC. 3. During the month of April, 1907, the mayor shall appoint one citizen member of said commission to hold office for two years, and one citizen member to hold office for three years from the first of May then next ensuing, and in the month of April, 1909, and in April in the years thereafter when the terms of such citizen members respectively expire, the mayor shall appoint one citizen member of said commission for the term of three years from the first day of May then next ensuing. During the month of April, 1907, and in each April thereafter, the board of aldermen and the common council board of said city shall each appoint from its own number a member of said commission to hold office for the term of one year from and after the first day of May then next ensuing. The members of said commission shall hold office until their respective successors are elected and qualified.

SEC. 4. All questions concerning the location of any public building, esplanade, boulevard, parkway, street, highway, square, or park shall be referred to said commission by the court of common council for its consideration and report before final action is taken on such location.

SEC. 5. The court of common council may refer to said commission the construction or carrying out of any public work not expressly within the province of other boards or commissions of said city, and may delegate to said commission all powers which the said council deems necessary to complete such work in all details.

SEC. 6. Said commission may make or cause to be made a map or maps of said city, or any portion thereof, showing locations proposed by it for any new public building, esplanade, boulevard, parkway, or street, and grades thereof, and street, building, and veranda lines thereon, or for any new square or park, or any changes by it deemed advisable in the present location of any public building, street, grades and lines, square or park, and may employ expert advice in the making of such map or maps.

SEC. 7. Said city of Hartford, acting through said commission or otherwise, shall have power to appropriate, enter upon, and hold in fee real estate within its corporate limits for establishing esplanades, boulevards, parkways, park grounds, streets, highways, squares, sites for public buildings, and reservations in and about and along and leading to any or all of the same; and after the establishment, layout, and completion of such improvements, may convey any real estate thus acquired and not necessary for such improvements, with or without reservations, concerning the future use and occupation of such real estate so as to protect such public works and improvements and their environs, and to preserve the view, appearance, light, air, and usefulness of such public works.

Approved, March 26, 1907.

PUBLICATIONS OF THE MUNICIPAL ART SOCIETY OF HARTFORD.

BULLETIN No. 1. Officers, Directors, Standing Committees, Constitution, By-Laws and Members, and What is a Municipal Art Society? By Charles Noel Flagg and George A. Parker—24 pages. Hartford, 1904.

BULLETIN No. 2. The Grouping of Public Buildings, compiled by Frederick L. Ford—85 pages. Hartford, 1904.

BULLETIN No. 3. Why Laurel Street Should Not be Extended Through Pope Park—A Protest to the Board of Street Commissioners, June 15, 1905, 8 pages. Hartford, 1905.

BULLETIN No. 4. Proceedings of the First Annual Meeting, October 17, 1905, and Some Municipal Problems by Mayor William F. Henney. 32 pages. Hartford, 1906.

BULLETIN No. 5. The Preservation and Restoration of the City Hall, 16 pages. Hartford, 1906.

BULLETIN No. 6. Proceedings of the Second Annual Meeting, November 27, 1906. Officers, Members and Reports of Standing Committees, 35 pages. Hartford, 1907.

BULLETIN No. 7. City Improvement from the Artistic Standpoint. An Address by John M. Carrère, 19 pages. Hartford, 1908.

BULLETIN No. 8. Proceedings of the Third Annual Meeting, January 25, 1908. Officers, Members, and Reports of Standing Committees, 24 pages. Hartford, 1908.

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PUBLICATIONS OF

THE MUNICIPAL ART SOCIETY

OF HARTFORD, CONNECTICUT

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ASTOR LENOX AND
TILDEN FOUNDATIONS

BULLETIN No. 9

History of Hartford Streets

Their Names, with Origin and Dates of Use

Compiled by

ALBERT L. WASHBURN and HENRY R. BUCK

For the Committee on Parks and Thoroughfares and Playgrounds



Organized 1904

HARTFORD, CONN.
PUBLISHED BY THE SOCIETY

1911



★ Conn. State Library.

River, but usually only the earliest layout is included. In cases where the dates were abstracted from the original papers, the date when "approved" has been given, that is, the date when the Mayor signed and completed the layout. In matter abstracted from the records in the City Engineer's Office, the date when the final resolution was "Passed" by the Council is used. Usually, this action is approved by the Mayor the next day. Many of the old layouts were made when the Charter required a reference of the action of the Court of Common Council to the City Meeting. In these cases, the date of final approval by the City Meeting is given, rather than the date of the passage of the layout through the Council. All references not otherwise specified are to the Volumes of Deeds recorded in the Land Records of the Town of Hartford, now in the office of the City Clerk.

Main Street and City Hall Square have had such a long and interesting history that there has been neither space nor time to embody it in this Bulletin. The Meeting House Square was the heart of the old town, crowning the settlement along the river front and centering the main highway along the ridge. The Square included a great deal of land since built upon, and many interesting buildings, long since forgotten. It has been in the mind of the Committee that a valuable special Bulletin might be written on the history of the early uses of the Square and the later encroachments upon it; and it is hoped that maps illustrating these points may be worked out and that Mr. Washburn may be given the opportunity to publish the mass of valuable data he has accumulated.

The Committee desires that ample allowance be made for all possible errors and omissions, and *particularly requests that they be called to the attention of Mr. Washburn or Mr. Buck.* It has been impossible to check the proof with the original sources of information, and the compilers are perfectly sure that some errors have crept in.

Special thanks are due Mr. Albert L. Washburn for his large contribution of material to this Bulletin and for his generous services in connection with it; and the Society is under similar obligations to its former Secretary, Mr. Buck.

Edwin Knox Mitchell, *President.*

DESCRIPTION OF FRONTISPIECE

The frontispiece is a half-tone reproduction of the original resolution naming the streets of the City of Hartford. The paper is on file in the Halls of Record, and the history of its adoption as recorded in the records of the Court of Common Council is as follows:

The act incorporating the City of Hartford was passed in May, 1784, and begins as follows: "Be it enacted by the Governor and Council and House of Representatives in General Court assembled, That all the inhabitants, being freemen of this State, and dwelling in said Hartford, within the following limits, Viz., beginning at a place called the Dutch ground, upon the high land of the bank of the great river on the southerly side of said river as it now runs in the lot belonging to Thomas Seymour, Esq., and from thence a straight line to the northwest corner of Joshua Hempstead's dwelling house, thence a westerly line to the northwest corner of James Steel's dwelling house, thence a northerly course to the southeast corner of James Shepherd's malt house, from thence northerly, a straight line to the upper mills, so called, including said mills, thence northerly in a straight line to the northwest corner of Capt. John Olcott's dwelling house including said house, and from thence turning and running due east a straight course to the great river, be, and the same hereby are ordained, constituted and declared to be from time to time, and forever hereafter, one body corporate and politic in fact and in name, by the name of "The Mayor, Aldermen, Common Council, and Freemen of the City of Hartford."

The first meeting under this charter was held on the 4th Monday of June, 1784, when the freemen elected Thomas Seymour, Mayor, and four aldermen, twenty councilmen, two sheriffs, and a treasurer, which completed the municipal ticket.

The Court of Common Council then elected held its first meeting at 9.00 a. m. on the second Tuesday in July, at the State House, at which they merely organized. At the second meeting, 3.00 p. m., on the third Monday, July 19th, they adopted by-laws, a form of oath,

and passed a resolution fixing a penalty of 25 shillings upon anyone who refused to do jury duty. At the next meeting of which the proceedings are on record, held at 2.00 p. m., August 17, 1784, a committee was appointed, consisting of Daniel Olcott, Esq., William Nichols, Esq., Zachariah Pratt, Esq., Mr. Ashbel Steel, Jonathan Bull, Esq., Chauncey Goodrich, Esq., and Mr. Caleb Bull, Jr., "to enquire into the situation of the Streets and Highways in this City and to Report to this or the next Court of Common Council what requirements may be necessary for restraining Swine and Geese from going at large, and for removing Nuisances in said Street and Highways, and also for preventing Trespasses and Gardens, etc."

At the next meeting, at 3.00 p. m., on the first Monday in September (September 6, 1784) they submitted a long report to the following effect: "That in each and all Streets and Highways in the City, Nuisances and Obstructions are so numerous, multiplied and varied into too many different Shapes and Forms to admitt of a particular Description or enumeration." They "are clearly of the opinion that the permitting of swine to run at large within the City can possibly be of no essential Benefit to their Owners but a real Injury to the Citizens in General and some Orders and Regulations ought to be made respecting them." They also recommend the appointment of a Grievance Committee and on account of the many serious encroachments on the highway they recommend that the committee be empowered "to run the lines of the several Streets within the City and to Ascertain and Mark out and fix the Limitts and Bounds of the same and sett up Monuments and Marks descriptive thereof." This recommendation resulted in the 1790 map of Hartford by Solomon Porter.

The clause which introduces the subject of our frontispiece then follows, namely:

"We your Committee further beg leave to Report that in our opinion for the purpose of more easy forming By Laws and Regulations and other Good purposes in the Merchantile Line it would be expedient that the several Streets within the City should be Named or Numbered;" And that the said Committee be "empowered & directed to do the same."

The report was accepted and approved and at the next meeting of the Court on September 11th, 1784, Capt. John Chenevard, Ralph Pomeroy, Esq., and Mr. Bazillai Hudson were appointed a com-

mittee "to Run and Ascertain the Bounds and Limits of this City agreeable to the Charter, also the Bounds and Lines of the highways and publick landing places in this City" to interpret uncertainties, make a list of encroachments with recommendations "as to what ought to be done respecting them, also that said Committee Name the Streets and Landing places in this City and report the same."

The report which they submitted on the 4th Monday of September (September 27th, 1784) we have reproduced. It included almost all the public highways within the city limits of that date. As many of the names then given have been changed and the prominent citizens of that date are now only treasured ancestors of the citizens of the present, Mr. Washburn has interpreted the localities mentioned as follows:

"From Capt. John Olcott's to Dr. Joshua Hempstead's to be Named and Called Main Street." Capt. Olcott lived on the west side of Main Street in the house known as the Rowley house, demolished in 1910 to make room for the new Fire Engine house on the southwest corner of Windsor Avenue and Belden Street, and Dr. Joshua Hempstead's house stood on land that belonged to the late Roland Swift, on the west side of Wethersfield Avenue and the south side of Wyllis Street.

"From the Main Street to Mr. Olcott's inclusive, State House Square." The homestead of Samuel Olcott was east of City Hall on the land now occupied by the American Hotel. State House Square originally extended south to a line drawn from a point in the east line of Main Street at the southwest corner of the property of the Hartford Trust Company to a point on land of the Hartford Steam Boiler Inspection and Insurance Company on Prospect Street about 140 feet east of Prospect Street and $25\frac{1}{2}$ feet north of the present building, and it extended north from this line perhaps 100 feet farther than the present corner of State and Market Streets. The boundaries of the original square have been very greatly encroached upon in all directions, both by Town grants and by individuals. Many interesting buildings stood on or within the square, such as the old State House, the market, the jail, the two meeting houses, and the brick school house which was blown up while celebrating the repeal of the Stamp Act in May, 1766.

Main Street also has undergone very great changes. The west line of Main Street where Asylum Street now is, was once 61 feet

west of the present street corner. A school stood in the middle of the street opposite the head of Sheldon Street and the second South Meeting House (Second Congregational Church) was also in the highway at the intersection of Main and Buckingham Streets. It is hoped later to bring out these points in another bulletin with maps by Mr. Washburn, and it is for this reason that so little has been said about Main Street in this bulletin.

"From thence to Mr. James Bulls, State Street." James Bull lived in the house now standing on the south side of State and west side of Front Streets.

"From John Wells to Robert Sloans, front Street." John Wells lived at the south end of Front Street and Robert Sloan at the northwest corner of Front and Talcott Streets.

"From Sam'l Kilborns East, Jones Lane;"—now Ferry Street. Mr. Kilborn lived on the west side of Front Street opposite it.

"From Fred Bulls East, Ferry Street;"—now Kilbourne. Mr. Bull lived on the east side of Front Street just north of Kilbourne.

"From Rob't Sloans Round to Jos. Talcotts, Meadow Lane." Robert Sloan lived on Front Street at the corner of Talcott, and Meadow Lane ran north through Front to Pleasant, then west and south through Pleasant and Village Streets to Main Street. Joseph Talcott lived on the northeast corner of Main and Morgan Streets.

"From Col. Talcotts house East, to the River Talcotts Lane;"—now Talcott Street. Mr. Samuel Talcott lived in the house removed a few years ago on the east side of Main Street, and south side of Talcott Street.

"From Haynes Lords west to the Prison, Prison Street;"—now Pearl Street, Main to Trumbull. Haynes Lord lived on the southwest corner of Main and Pearl Streets, and the prison at that time was on the southwest corner of Pearl and Trumbull Streets on land now owned by The Case, Lockwood and Brainard Company.

"From the Prison West to the City line, Workhouse lane;"—now Pearl Street from Trumbull to Ford Street, and the whole of Ford and Asylum Streets to Union Place.

"From the Prison North to Sam'l Burr's Back Street;"—now Trumbull. Mr. Burr lived at the west corner of Main and Trumbull Streets.

"From the Prison to the Mill, Maiden Lane;"—now the south end of Trumbull Street and Wells Street to Daniel's dam.

"From the Mill to the Bridge, Mill Street";—now Welles Street from Daniel's dam east to Main Street.

"From the Bridge to Haynes Corner, School Street";—now Arch. Mr. Haynes lived at the northwest corner of Arch and Front Streets.

"From the Bridge East to Isaac Sheldens, Water Street";—now Sheldon Street. Mr. Shelden lived on the southwest corner of Sheldon and Governor Streets.

"From Isaac Shelden's Round to D. Hempstead, Cole Street" now the whole of Governor Street, and Wyllis Street between Governor and Main, Joshua Hempstead's being on the southwest corner of Main and Wyllis Streets.

"From Capt. Aaron Bulls East, Charter Street." Mr. Bull lived in a house now standing on the northeast corner of Main Street and Charter Oak Avenue and Charter Street ran about 100 feet east of Governor, then Cole Street before it narrowed into the "Lower Ferry Road," or "Meadow Lane."

"From the So. Meeting house West to A. Steels, Buckingham St." The South Meeting House stood within the lines of Buckingham and Main Streets northeast of its present site and Buckingham Street was quite crooked, running northwesterly across land to the north of the present Buckingham Street, and ending at Ashbel Steel's, who owned the land south of Capitol Avenue from Lafayette Street easterly.

"From the bridge west to Col. Bull's, Tanners' Street";—now Elm. Col. Ashbel Bull lived near the southwest corner of Elm and Trinity Streets.

"From Ashbel Steel South to James Steel, West Street." James Steel lived in the house now owned and occupied by Charles Noel Flagg, later known as the Dodd house, which then stood nearer the street than at present on the south side of Jefferson and the east side of Washington Street, and West Street was a crooked highway including the present Lafayette Street and ending beyond the City Line at the foot of New Britain Avenue, then the road to Farmington.

"From Ashbel Steels to Upper Mills, Upper Mill Street." The Upper Mills, later Imlay's mills, were on the Little River on the low ground northwest of the State Capitol. Upper Mill Street, later Bliss St., included the present south end of Trinity Street and curved around under the hill from the present west end of Elm Street to Park River, curving north nearly to the line of Pearl Street produced. It was closed on the dedication of Bushnell Park.

The homestead of John Chenevard, the chairman of this committee, was on the east side of Main Street at the northeast corner of Grove, partly in the street and partly on land now occupied by the Hartford Times. It was removed when the land was deeded to the city to widen Orient, now Grove Street.

The only other streets within the City Limits which were open at the time of this report were Potter Street, at that time a private way called "Potter Lane" and "Soldiers' Field Lane" now North Front Street, which has lately been replaced by the present roadway along the west edge of Riverside Park. Oil Mill Lane (Capitol Avenue), Malt Lane (now Park Street) and Baker Lane (now Ward Street) ran west from points so little east of the City Line that it was hardly within the province of the Court of Common Council to officially name them.

HISTORY OF HARTFORD STREETS

Adams Street.—See Pleasant Street.

Adams Street.—*Emeline Road.*

Named after John W. Adams.

Dedicated Albany Avenue north to Norfolk Street by filing map of Keney Park Terrace in Town Clerk's office,, August 28, 1900.

Layout passed January 27, 1908.

Extended from Albany Avenue to Homestead Avenue as *Emeline Road* by map filed August 31, 1910, by The Eastern Land Co.

Layout passed September 12, 1910.

Adelaide Street.

Named after Adelaide A. Shew.

From Wethersfield Avenue to 450 feet west of Franklin Avenue, on map of Bulkeley & Tredeau, filed January 2, 1900.

Layout accepted January 22, 1900.

From above point to Campfield Avenue, on map of Bulkeley and Tredeau, filed May 9, 1900.

Layout accepted August 27, 1900.

From Campfield Avenue to Maple Avenue layout passed May 23, 1910.

Affleck Street.

Named after Henry Affleck.

Layout from Park Street to *Baker Street*, now Ward Street, passed March 25, 1862, after voluntary dedication by O. D. Seymour and S. E. Marsh, March 17, 1862.

Layout of extension from Ward Street to Allen Place, passed September 23, 1907.

Albany Avenue.—*Talcott Mountain Turnpike.*

Ancient highway through Belden Street to City line.

Laid out as *Talcott Mountain Turnpike* by General Assembly, 1798, and was known as stage road to Albany. Deeded to City of Hartford by Talcott Mountain Turnpike Company, September 8, 1854 (Vol. 84, Page 467).

New curved layout over two new bridges between Norfolk and Scarborough Streets, passed January 8, 1906.

Asylum Avenue.—See Asylum Street.

Unofficially applied to that part of the street west of its junction with Farmington Avenue.

Asylum Place.

From Farmington Avenue to Asylum Avenue opposite Flower Street.

Opened through land of the West Middle School District by layout approved July 13, 1885.

Land bought by district opposite the place where the old school house was stopped by injunction while being moved through Asylum Street from old location on the point between Asylum and Farmington Avenues to present location opposite Willard Street.

Asylum Street.—*Litchfield Turnpike, Town Hill Street, Gurney's Road.*

Named after American Asylum for the Deaf and Dumb.

Laid out by General Assembly, 1800, from Main Street to Farmington Avenue.

From High Street west to River, Ancient Highway from mill to the country. Afterwards known as *Gurney's Road*, and so laid out from River to Prospect Avenue, February, 1754, by Town Committee.

From Sumner Street to 600 feet west of Sigourney Street straightened by layout passed April 9, 1855. Land south of highway released to abutters by resolution, passed June 22, 1868, "provided that said owners. . . shall forever use the land hereby released as a private park".

Across Park River, new layout passed December 13, 1897, and new bridge built.

Atheneum Street.—*Wadsworth's Alley or Lane.*

Named after The Wadsworth Atheneum.

Opened before 1824.

Atlantic Street.—*Butler Avenue.*

Accepted by Council, March 9, 1857.

Deeded to City, 1857 (Vol. 93, Page 564).

Atwood Street.

Named after John M. Atwood.

From Asylum Street to Collins Street, accepted by Court of Common Council, November 14, 1871.

Extended from Collins Street to Sargeant Street, January 10, 1898.

Atwood Street.

Proposed name, after owner, for second street south from New Britain Avenue, between Newington and Montrose Avenues.

Surveyed by Henry S. Atwood, through his farm.

Auburn Street now in Colchester Street.

From Westland Street south 410 feet to Winchester Street, on map filed June 10, 1903, by Edgar C. Linn and H. D. Whitney.

Avon Street.

Named after Town of Avon, Conn.

From Windsor Avenue to Windsor Street. Accepted March 9, 1857.

Babcock Street.

Named after Elisha Babcock.

From Park Street to *Rifle Avenue, now Capitol Avenue*, accepted April 28, 1879.

On Penfield's Subdivision of the Babcock farm, 1873.

Back Lane.—See Campfield Avenue and Smith Street.

Back Street.—See Trumbull Street.

Baker Road.—See New Park Avenue.

Baker Street or Lane, or Baker's Lane.—See Ward Street.

Baltic Avenue.

From Newfield Avenue east to Park River on map dated December, 1872, filed by Joseph S. Woodruff.

Baltimore Street.—*Margaret Road.*

Named after City of Baltimore by Henry L. Bowles, the proprietor of the "Baltimore Lunch" system, who opened the tract.

Dedicated by filing map of "Keney Park Terrace" at Town Clerk's Office, August 28, 1900.

Layout, Albany Avenue to Norfolk Street, passed January 27, 1908.

Opened as *Margaret Road* from Albany Avenue to Homestead Avenue by map of Adams Terrace, filed August 31, 1909, by the Eastern Land Company.

Layout passed September 12, 1910.

Barbour Street.

Named by and after the Hon. Heman H. Barbour.

From Capen Street north to City Line, accepted June 28, 1870.

From City Line to Tower Street, accepted by Town of Hartford 1872.

Barker Street.

Named after John C. Barker.

Dedicated by filing, October 8, 1902, map of "Monument Heights," developing a part of the Barker farm, southeast of the Stedman monument between Campfield and Franklin Avenues.

Layout between Campfield and Franklin Avenues, passed March 23, 1903.

Extended to Maple Avenue by layout passed May 23, 1910.

Barnard Street.

Named after John Barnard.

Maple Avenue to Washington Street, map filed May 4, 1895, by Elizabeth A. Barnard. Accepted by Court of Common Council, February 24, 1896.

Bartholomew Avenue.

Named after George M Bartholomew.

From Park Street to Hamilton Street, laid out in Town Meeting, May 2, 1870. See deeds from G. M. Bartholomew, May 30, 1870; T. Wood, October 8, 1860; S. Belden, May 30, 1870.

From Hamilton Street to Olive Street, shown on map of Wm. Francis' 2d addition; layout accepted June 14, 1897.

Beach Street.

Named after George Beach.

From Farmington Avenue to Queen Street, accepted August 18, 1891.

Beacon Street.

Named, probably by E. L. Kenyon, after Beacon Street, Boston.

Name of Street north of Farmington Avenue changed to North Beacon Street, September 24, 1901.

From Farmington Avenue southerly to Warrenton Avenue, opened by Loomis and Woodruff, 1872, accepted March 12, 1889.

Warrenton Avenue southerly and westerly to Prospect Avenue, accepted October 29, 1901.

Beacon Street. (North of Farmington Avenue).—See North Beacon Street.

Belden Road.—See Hamilton Street.

Belden Street.—*Belden's Lane.*

Named after Thomas Belden.

Ancient Highway, crooked, known as *Belden's Lane.*

New layout from Albany Avenue to *Main Street*, now *Windsor Avenue*, approved February 10, 1873.

Belden's Lane.—See Belden Street.

Belle Avenue.—See Oakland Terrace.

Bellevue Street.

Named, probably by David Watkinson, after its sightly location. From Canton to Suffield Streets, accepted by Court of Common Council, March 25, 1862.

Street deeded to City by David Watkinson estate, March 22, 1862. Shown on David Watkinson's map filed 1858 (Vol. 109, Page 136).

From Suffield Street to Sanford Street, accepted June 28, 1870.

Belmont Street.

From Wellington Street to Bartholomew Avenue, on map of Wm. Francis' 2d addition.

Layout accepted by Court of Common Council, December 19, 1893.

Benton Street.

Named after William Benton.

From Wethersfield Avenue to South Cemetery, accepted September 11, 1888, but opened around south end of Cemetery to Maple Avenue.

From Maple Avenue to Webster Street, accepted November 29, 1899. Map filed May 4, 1895, by Elizabeth A. Barnard.

Layout through Burying Ground by General Assembly. Passed by Court of Common Council, November 27, 1899.

Birk's Place.—See Stafford Street.

Dedicated from City Line east to Roslyn Avenue, by map of Hollywood, filed August 24, 1900, by the Bras d'Or Land Co..

Street is in line with Stafford Street

Blake Street.—*Dewey Street.*—

Layout from Windsor Street to Bellevue Street approved November 27, 1900. Name changed from *Dewey Street*, September 24, 1906.

Bliss Street.—*Cottage Place.*

Named after Watson H. Bliss, who opened the street.

Laid out as *Cottage Place*, July 10, 1903. Widened and named Bliss Street, October 22, 1906.

Bliss Street.—See Trinity Street.

Named perhaps from I. Bliss, who lived opposite the end of Elm Street.

Ran from near Bushnell Park tool house to Trinity Street.

Applied to the whole of Trinity Street in 1859 map of Hartford.

Bloomfield Avenue.—*Symsbury Road.*

Named after Town of Bloomfield, Conn.

Ancient Highway. Laid out by Town Committee, February, 1754, near the lines of the old Symsbury Path.

Blue Hills Avenue.—*Wintonbury Road—Granby Turnpike.*

Ancient Highway known as road from *Pantry's Corner* (at Albany Avenue) over Blue Hills.

From Albany Avenue to present City Line, laid out by Town Committee, February, 1754.

City layout accepted June 26, 1900.

Bodwell Court.

Named after J. C Bodwell.

Dedicated 300 feet south from Bodwell Street and 200 feet west by map filed April 9, 1900, by F. C. Benedict.

Bodwell Street.

Named after Joseph C. Bodwell.

From Wethersfield Avenue 495.35 feet west, map filed February 3, 1899, accepted December 29, 1900.

From above westerly terminus to Franklin Avenue, accepted October 29, 1901. Opened by Francis R. Childs.

Bolton Street.

Named after Anna S. Bolton, who opened the street.

Layout, Wethersfield Avenue to Franklin Avenue, passed May 23, 1910.

Bolton Street.—See Middlefield Street.

Bond Street.—*Latimer Street.*

Town Highway.

From Wethersfield Avenue to Maple Avenue, layout passed March 25, 1872.

Bonner Street.

Named after Robert Bonner

From Zion Street to *Laurel Street*, now Hillside Avenue; layout accepted by Court of Common Council, October 14, 1902.

Boulevard.

Named by F. C. Rockwell, who opened a road 100 feet wide most of the way from Park River through West Hartford to Farmington Avenue at the reservoirs.

From Sisson Avenue to Forest Street, layout approved February 26, 1901.

Maps filed by George H. Day, August 28, 1899, and May 13, 1901.

Brady Place.

Named for and opened by Brady Brothers.

Private passway from Park Street between Broad and Wolcott Streets south 500 feet, giving access to Brady's Bottling Works.

Brazil Road.—See Kent Street.

Bridge Street.—See Morgan Street.

Brinley Avenue.

From New Britain Avenue north to Park River, maps filed July 27, 1873, and April 23, 1903, by Wm. Francis, showing development of land north of New Britain Avenue near west line of city.

Brinley Road.—See Holcomb Street.

Brinley Court.—See South Ann Street.

Bristol Street.

Named by Mr. Halliday, after Town of Bristol, Conn.

Shown in line with York Place from Newington Avenue westerly on map of "Woodlawn Park," filed May 24, 1909, by Ernest C. Halliday.

Broad Street.—*Griswold Street. Norman Street.*

Name due to width of street (80 feet at the north end).

From Farmington Avenue to Railroad, deeded to city by Daniel Buck et al., 1853 (Vol. 86, Page 46).

Extended to *Rifle Avenue*, now Capitol Avenue, August 11, 1863.

From Capitol Avenue (*Rifle Avenue*), to Grand Street, September 29, 1863.

BROAD STREET.—Continued.

Park Street to Ward Street, partly to east of present Broad Street, accepted by City, December 11, 1866, as *Griswold Street*.

Extended southerly to New Britain Avenue by layout approved November 9, 1869.

From New Britain Avenue southerly to old City Line, opened as *Norman Street*, same location at New Britain Avenue, but bearing to the east along the west line of "Cedarhurst" property, etc.

Layout on present location approved December 13, 1869.

Layout from old City Line to White Street, approved February 26, 1901.

Broad View Terrace.

Named by Joseph Dart on account of view to west and north.

On Joseph Dart's maps of 1897 and 1898.

From *Lafayette Avenue* now Chandler Street to Newington Avenue; layout passed August 8, 1910.

Brookfield Street.

Named for Town of Brookfield, Conn.

From Wilson Street along east side of Park River to Flatbush Avenue.

Layout published November 23, 1908.

Brook Street.

Named after Gully Brook.

Layout from Albany Avenue northerly to (*Pine Street*) now Mather Street, approved October 27, 1875.

Layout from Albany Avenue southerly to Liberty Street, approved October 27, 1875.

Extension from Mather to Pliny Street, accepted June 29, 1897.

Extended from Pliny Street to St. Patrick's Cemetery, approved November 26, 1901. Maps filed July 2, and August 8, 1897, by Walter S. Mather.

Brown Street.

Named after Richard Brown.

On map filed by Geo. Kibbe and Henry T. Brown, no date.

Layout from Wethersfield Avenue to Franklin Avenue, approved July 16, 1873.

Extension from Franklin Avenue to George Street, on Geo. Kibbe's map No. 3, filed 1873, accepted May 11, 1897.

Brownell Avenue.

Named after Bishop Brownell.

Opened by C. B. Boardman.

From Washington Street to Broad Street.

Layout approved June 9, 1896.

Buckingham Lane.—See Whitman Court.

Buckingham Square.

North side of Buckingham Street from Main Street to *School Fund Road*, now Whitman Court.

A part of old Buckingham Street.

On petition of Isaac Spencer, John G. Mix and others, was laid out as a public square "susceptible of being ornamented by setting out a row of elm through the center or on each side of same, thereby making it ornamental to the city."

Approved by Town Meeting, October 13, 1830.

This square, as laid out, included small pieces of land owned by John Russ, Asa Francis and the South Ecclesiastical Society.

That part owned by John Russ was taken by appraisal (for three dollars).

That part owned by Asa Francis was deeded to the City, March 26, 1831 (Vol. 49, Page 523).

That part owned by South Church Society was deeded to City, April 21, 1828.

See also deed from O. D. Woodruff et al., September 14, 1846.

The second church building of the South Ecclesiastical Society stood in the present Buckingham Street and partly within Main Street; the traveled path passing to the north and south of the church.

Buckingham Street.

Named after Joseph Buckingham.

Ancient Highway, ran originally from present easterly end north-west to the present Capitol Avenue near Clinton Street, thence west, wider than the present highway, to *Bliss*, now Trinity Street. The two present streets, this and Capitol Avenue, substituted for the above in 1827.

Bulkeley Avenue.

Named after Morgan G. Bulkeley.

Opened by William Brabazon.

From Park Street to Kibbe Street, layout approved December 24, 1901.

Burnham Street.

Named after F. A. Burnham.

Dedicated by Fred A. Burnham and Elijah A. Kenyon by filing September 3, 1901, map of "Blue Hills Park" showing development of part of the Kenyon farm west of the Gravel Hill School house between Blue Hills Avenue and the Central New England Railroad.

Layout, Blue Hills Avenue to Palm Street, passed November 14, 1910.

Burr Street.—See North Main Street, Windsor Street to High Street.

Burton Street.—*North Huntington Street.*

Name changed to Burton Street, December 28, 1903, after Nathaniel J. Burton.

Graded and opened by Homestead Park Corporation. Map filed April 19, 1900.

Layout as *North Huntington Street* from Albany Avenue to Homestead Avenue approved March 13, 1900.

Bushnell Street.

Named after Rev. Dr. Horace Bushnell. On map of land of William A. Shew et al., September 24, 1897.

Layout from Franklin Avenue to Campfield Avenue accepted August 15, 1899.

Extended west to Maple Avenue by layout, passed May 23, 1910.

Butler Avenue.—See Atlantic Street.

Cabot Street.

On map of Homestead Park Corporation, filed April 19, 1900.

Layout, Albany Avenue to Homestead Avenue, passed October 11, 1909.

Campfield Avenue.—*Back Lane.*

Named after Camp located on the street during the Civil War. Ancient Highway called *Back Lane*.

City layout from Maple Avenue to Preston Street approved March 28, 1898.

Canterbury Street.

Named after Town of Canterbury, Conn.

Layout as suggested by City Plan Commission, from Westbourne Parkway to Plainfield Street, ordered published October 24, 1910.

Canton Street.

Named after Town of Canton, Conn.

From *Windsor Road*, now Windsor Avenue, to Windsor Street, layout accepted May 25, 1857, subject to an agreement that David Watkinson keep the street in repair for the term of four years.

Shown on map filed by him, 1858.

Capen Street.

Opened by and named after Josiah Capen.

Layout from Windsor Avenue to Vine Street accepted November 12, 1807.

Extended from Vine Street to Edgewood Street by James M. Grant and shown on his map filed July 27, 1909.

Layout passed August 8, 1910.

Capitol Avenue.—*College Street, Oil Mill Lane, Rifle Avenue, Stowe Street.*

Named after State Capitol.

Called *College Street* for Washington or Trinity College, which stood opposite the head of Washington Street.

Laid out as such from Main Street to Trinity Street, including west end of the original Buckingham Street, December 21, 1827. Deeded to City (Vol. 47, Pages 373-397-389-374 and Vol. 46, Page 88).

Washington Street to Park River named *Rifle Avenue* from Sharp's rifle factory, now Pope Mfg. Co.

Layout approved August 27, 1864; in 1790, known as *Oil Mill Lane*, from oil mill which stood near Pratt & Whitney's. (Name changed from *College Street and Rifle Avenue*, January 9, 1874.)

From Sigourney Street to Laurel Street opened by Gillette and Hooker about 1857 and named *Stowe Street*.

Layout from Laurel Street to Willow Street approved January 11, 1887.

From Smith Street westerly—see Capitol Avenue extension.

Capitol Avenue.—See Roslyn Avenue.

Capitol Avenue Extension.—*College Street.*—*Davenport Avenue.*

Laid out as *College Street* in Sidney Ensign's Parkville Sub-division map of 1872. Named unofficially after Joseph Davenport.

Accepted by City as Capitol Avenue Extension, 40 feet wide from Smith Street to 110 feet west of Rowe Avenue, by layout passed August 5, 1895.

Extended to Prospect Avenue by layout passed March 25, 1901.

Layout from Smith Street east to Sisson Avenue, published May 13, 1907, and now before Superior Court on appeal from re-assessment by Court of Common Pleas.

Carpenter Street.

On George Kibbee's map, filed July 8, 1873.

Layout from Madison Avenue westerly, passed September 26, 1898.

Case Street.

Named after Ellen M. Case, through whose estate it was opened.

Layout, Laurel Street to South Marshall Street, passed November 22, 1909.

Cedar Street.

Deeded to City by David Watkinson and accepted November 30, 1853 (See Vol. 86, Page 40).

Deed of Chas. Wells accepted April 26, 1847.

Layout, Buckingham Street to Park Street, passed June 12, 1854.

Cemetery Lane.—See Mather Street.

Cemetery Street.

Named after Old North Cemetery at northeast corner of this and Mather Street.

Layout from *Pine Street* now Mather Street, to Spring Grove Cemetery, approved November 12, 1867.

Centra Court.—See Center Street.

Central Row.

South side of City Hall Square, *q. v.*

Central Street.—See Center Street.

Center Street.—*Central Court.*—*Central Street.*

Layout, Albany Avenue to Mather Street, as *Central Street*, by Town, June 9, 1851.

Deeded by Horace Belden et al., October 2, 1852; accepted November 29, 1852 (Vol. 83, Page 142).

Chadwick Avenue.

Named after Patrick Chadwick.

On map filed by Francis Chadwick, December 29, 1898. Street graded and sewer built by him from Park Street northerly.

Layout northerly and westerly from Park Street to Smith Street approved November 13, 1900.

Chandler Street.—*Lafayette Avenue.*

Named by Walter C. Dart, after Chandler Street in Danville, Illinois.

From New Britain Avenue at foot of White Street north to Broadview Terrace, layout passed August 8, 1910.

Opened as *Lafayette Avenue* by Jos. Dart's maps filed 1897 and 1898.

Chapel Street.—*Methodist Street.*

Named because of Methodist Chapel on northwest corner of Trumbull Street.

Deeded to City by Samuel and Michael Olcott, August 7, 1821, (Vol. 40, Page 292).

Chapin Place.

Named after O. W. Chapin, who opened it in 1909.

From Wethersfield Avenue 300 feet east, nearly opposite Preston Street. No city layout.

Chapman Street.

From Fairview Avenue east to Maple Avenue, on map of "Parkway Heights," filed by New England Development and Improvement Co., September, 1900.

Charles Street.—Judd's Lane.

Named after Charles Weeks, who for many years had a cooper shop there.

Deeded to City of Hartford by Josiah K. Hall et al., April 8, 1842 (Vol. 66, Page 392), also deed of William H. Imlay to City, April 8, 1842 (Vol. 71, Page 446).

Approved by City Meeting, April 25, 1842.

Charlotte Street.

Named after Mrs. George Merrill by Henry B. Goodale.

Layout from Barbour Street westerly about 1250 feet (to Waverley Street), approved March 23, 1897.

Charter Oak Avenue.—Ancient Highway from George Steel's to South Meadow.—Lower Ferry Road.

Named after the Charter Oak.

Originally ran southeasterly of its present line into the meadow.

Laid out as Charter Oak Avenue, September 29, 1863.

Charter Oak Place.

Named after the Charter Oak, which had stood in the north end of this street.

Layout from Charter Oak Avenue to Wyllys Street, accepted May 26, 1873. (See deed, Vol. 147, Page 391).

City layout passed December 11, 1905.

Cherry Street.

Named after

On maps of Boulevard, etc., filed August 28, 1899, and May 13, 1901, by George H. Day, from Orange Street to Sisson Avenue. Never opened.

Cheshire Street.

Named by W. J. Pierce, after Town of Cheshire, Conn.

From White Street north 400 feet on map, filed February 27, 1909 by W. J. Pierce.

Layout, White Street to Ansonia Street, ordered published January 25, 1909.

Chester Street.

Named by H. D. Whitney, after Town of Chester, Conn.

From Franklin Avenue west 120 feet beyond George Street on map of Eaton Terrace, filed October 7, 1909, by Henry D. Whitney.

Chestnut Street.

Named on account of trees in Goodwin's Woods in vicinity.

Deeds from H. L. Porter and B. W. Bull to Town of Hartford, December 22, 1851. (Vol. 83, Page 563). Accepted by vote of Town Meeting, December 22, 1851.

Church Street.

Named after Christ Church, on northwest corner of Main Street. Main Street to Trumbull Street, opened by Oliver Ellsworth about 1794.

Layout from Trumbull Street to High Street accepted October 1831; deeded by Davis Sargeant et al., February 24, 1832. (Vol. 51, Pages 453-4).

Layout from High Street to Spring Street accepted January 13, 1863.

Layouts on low grade northwest to Garden Street at Ashley, published March 26, 1892 and May 15, 1907, but abandoned on account of opposition of land owners.

**City Hall Square.—Meeting House Square—Meeting House Yard
—Court House Square—State House Green.**

Laid out by the proprietors of the town.

For additional remarks, see preface.

Claremont Street.—See Montford Street.**Clark Street.**

Named after George H. Clark, or after Henry Clark, who lived in first house on the street. Opened by Josiah Capen.

Layout from Capen Street to Westland Street, approved October 28, 1873.

Clay Street.

Named after and opened by William Clay.

Map filed June 17, 1898.

Layout from Elmer Street northerly 354.6 feet, approved September 27, 1898.

Clermont Street.

From New Britain Avenue, north to Park River, on maps filed July 27, 1873 and April 23, 1903, by William Francis.

Park River to Grand Avenue on map dated December, 1872, filed by Joseph S. Woodruff.

City Layout, New Britain Avenue to Dexter Street, passed June 13, 1910.

Clifford Street.

On map of Maplehurst, filed October 3, 1896, by Arthur E. Hobson and L. W. Edwards.

Layout from Maple Avenue westerly accepted March 28, 1898.

Extended to Broad Street, April 19, 1899.

New Layout, Maple Avenue to Broad Street, passed March 14, 1904.

Clinton Street.

Layout from *College Street*, now Capitol Avenue, to Elm Street, approved October 23, 1860.

Colchester Street.

Named after Town of Colchester, Conn.

Layout by City Plan Commission between Westland and Capen Streets, published March 25, 1908.

Cole Street.—See Governor Street.

College Place.—See Trinity Street.

College Street.—See Capitol Avenue and Capitol Avenue Extension also Montrose Avenue.

College Terrace.—*Pyncheon Avenue*.

Named after Trinity College by Charles H. Bunce, City Engineer.

Layout from Summit Street to Zion Street approved December 9, 1902.

Takes the place of an ancient passway "Over the Rock" somewhere south of Vernon Street.

Collins Street.

Named after Charles Collins, who built a house facing east, just off Myrtle Street.

Layout from Garden Street to Woodland Street accepted August 24, 1863.

Columbia Street.

Named because near Columbia Bicycle Factory (now Pope Mfg. Co.), and intended to provide convenient homes for employees.

From Capitol Avenue southerly; deeded to the City by Weed Sewing Machine Co., March 23, 1899.

Layout approved March 26, 1889.

Commerce Street.

- Laid out as a street in 1861 to the City of Hartford, 1868, under permission of Governor Van Wyck et al.
- Laid out from State Street to Bridge Lane, now Foster Street, approved December 1, 1868.
- Laid out from Foster to State Street on account of Hartford Bridge appropriation.

Commerce Road.—Now Farmington Avenue.

Cone Street.

- Named after William F. Cone.
- Opened to E. L. Kane in about 1870.
- Laid out from Prospect Avenue to Whitney Street approved April 23, 1901.

Congress Street.

- Laid out from Wylys Street to Morris Street, passed July 2, 1855.
- Opened to City by James H. Astor et al. November 1, 1855.
- Vol. 93, Page 37.

Connecticut Boulevard.

- Named in 1909 by the Bridge Commission after suggestions by the Municipal Art Society.
- From the foot of State Street northerly to Morgan Street and easterly across Hartford Bridge to Main Street, East Hartford.

Cooper Lane.—See Lafayette Street.

Cottage Place.—See Bliss Street.

Cornwall Street.

- Named after Town of Cornwall, Conn.
- Layout, Manchester Street to Burnham Street, as suggested by City Plan Commission, ordered published July 11, 1910.
- Manchester Street to Town Avenue on map of Kenyon Heights, filed April 26, 1910, by E. A. Kenyon.

Crane's Court.

- Private Passway 15 feet wide from Bellevue Street 300 feet south of Sanford Street, westerly 250 feet and over private property 200 feet farther to Windsor Avenue.

Creek Street.—See Morgan Street.

Crescent Street.

Named by Frederick L. Ford from shape of street as at first proposed. Opened from Broad Street westerly to Martin Court and southerly, widening the court, to New Britain Avenue by layout passed June 25, 1906.

Cromwell Street.

Named by H. D. Whitney, after Town of Cromwell, Conn. From Franklin Avenue west 135 feet beyond George Street on map of Eaton Terrace, filed October 7, 1909 by Henry D. Whitney.

Crown Street.

Named by Ryan & Ahern, after Crown Street, New Haven. On map filed October 10, 1895, by P. D. Ryan and Daniel Ahern. Layout from Webster Street to Julius Street approved February 26, 1896.

Cūrcombe Street.

Named by Colonel Colt after "Curry Combe," one of the signers of the second Deed by the Indians to the Town of Hartford, and opened by him as one of the south meadow highways about 1860, but not laid out by the City with the others.

Cushman Street.

Named after Austin F. Cushman. Layout from Sigourney Street to Woodbine Street approved May 15, 1883; extended to Capitol Avenue, September 29, 1891.

Dart Avenue.

Named after Joseph Dart. On Joseph Dart's maps of 1897 and 1898.

Dartmouth Street.

Named for Dartmouth College by Arthur E. Hobson and L. W. Edwards, who dedicated street on map of Maplehurst, filed October 3, 1896.

Darwin Road.—See Milford Street.

Davenport Avenue.—See Capitol Avenue Extension.

Dee Lane.—See Tower Avenue.

Dean Street.—*Alden Court.*

Named after Dean Alden(?).

Deed of Samuel Hamilton, Trustee for Horatio Alden, July 8, 1854 (Vol. 92, Page 157).

Accepted March 10, 1855, between Morris and Alden Streets; extended to Annawan Street, January 27, 1896.

Deerfield Avenue.—

Named after Deerfield, Mass., by Michael J. and Thomas J. Nevels.

Map filed August 26, 1901 by Nevels Bros.

Layout from Albany Avenue to Keney Park (now to Greenfield Street) approved April 21, 1903.

Dewey Avenue.

A street from Broad Street westerly at right angles about 350 feet north of New Britain Avenue. On map of property of D. S. Dewey, dated 1888, filed November 23, 1897.

Never opened; abandoned on layout of Crescent Street. *q. v.*

Dewey Street.—See Blake Street.**Dexter Avenue.—**See Dexter Street.**Dexter Street.**

From Clermont Street west to City Line, laid out as Dexter Avenue on maps filed July 27, 1873 and April 23, 1903, by Wm. Francis, showing development of land north of New Britain Avenue near west line of city.

Layout between Giddings and Clermont Streets passed June 13, 1910.

Division Lane or Street.—See Temple Street.**Dodd's Lane.—**See Jefferson Street.**Donald Street.—**

Map filed May 23, 1896, by Samuel L. and Robert F. Way.

Layout from Kennedy Street to Russell Street approved October 24, 1899.

Dorr's Street, Dorr Street.—See Market Street.**Douglas Street.—*Olive Street.***

Dedicated as *Olive Street* on maps filed by B. W. Kibbe and Henry T. Brush, and by George Kibbie, 1873.

Layout from George Street to Winship Street approved May 11, 1897.

Dutch Street.—See Potter Street.

Earle Avenue.

From Henry Street to Roxbury Street dedicated by New England Development and Improvement Company by filing, May 15, 1911, map of "Trinity Heights Tract" on southeast corner of New Britain and Fairfield Avenues.

Earl Street.

From Windsor Avenue, 650 feet north of Westland Street, runs westerly 550 feet.

East Street.

Layout from Belden Street to *Pine*, now Mather Street, approved February 10, 1862; extended to Albany Avenue, August 11, 1863.

Easton Street.—See Ansonia Street.

Named after Oliver H. Easton, through whose land the street was projected for a few hundred feet east from New Britain Avenue.

Eaton Street.

Named after W. W. Eaton.

Map filed October 26, 1896.

Layout from Wethersfield Avenue to Franklin Avenue approved March 23, 1897.

Edgar Street.

Named by Mr. Atwood after a brother.

The fifth street south from New Britain Avenue between Newington and Montrose Avenues.

Surveyed by Henry S. Atwood through his farm.

Edgewood Street.—*Grant Street*—*Melrose Street*

Name suggested by Alexander Cameron, because at edge of Keney Park Woods.

Layout including *Grant Street*, from south line of Raymond Street to north line of Capen Street produced, passed April 20, 1903. Extension north and east to Vine Street passed February 29, 1904.

Extension from Raymond Street south to Greenfield Street passed May 8, 1905.

From Greenfield Street to Albany Avenue passed March 5, 1906.

Albany Avenue to Homestead Avenue passed November 26, 1906.

The last section was opened and graded as *Melrose Street* by the Homestead Park Corporation and shown on map filed April 19, 1900.

Edwards Street.

Named after Edward Goodwin, who owned Goodwin's Woods in this vicinity, opened the street and built his house, now standing.

Opened from Albany Avenue south to Walnut, and shown on map of 1850.

Layout from Walnut Street to Myrtle Street accepted by Town Meeting, June 9, 1851.

Deeds of Charles Collins, July 7, 1851 (Vol. 83, Page 562), and March 13, 1854 (Vol. 93, Page 119).

Elizabeth Street.

Named after Elizabeth Pond, wife of Charles M. Pond, who gave Elizabeth Park to City of Hartford.

Layout from Beacon Street to Whitney Street approved February 26, 1904. Extension easterly to Girard Avenue passed January 23, 1905.

Ellery Street.

Named after William Ellery.

Opened by deed of adjoining proprietors from Potter Street southerly.

City layout passed June 25, 1900.

Elliott Place.

Opened by Gottfried Mannz about 1894.

Layout from Elliott Street southerly 348 feet, approved July 12, 1896.

Elliott Street.

Layout from Wethersfield Avenue to Franklin Avenue approved May 27, 1898.

Extended 250 feet east of Wethersfield Avenue on map of Lawson C. Ives estate, filed July 15, 1907.

Ellsworth Street.

Dedicated from New Britain Avenue south 500 feet on map filed July 25, 1894; extension to King Street on map filed by P. D. Ryan and Daniel Ahern, October 10, 1895.

Layout from New Britain Avenue to Crown Street approved February 26, 1896.

Elm Street.—Tanner Street or Lane—Park Row.

Named after the elms in Bushnell Park.

Highway established April 17, 1835. (See deeds of Isaac Bliss, dated April 29 May 11, and June 15, 1835, also of Mason Gross and Charles Bliss, dated April 28, 1835).

West end changed to the north of old highway by layout of December 22, 1853.

Elmer Street.

Named after Elisha Elmer.

Layout from Clark Street to *Main Street*, now Windsor Avenue, approved May 10, 1870.

Ely Street.

Named after William Ely, who lived on northwest corner of Main Street.

Layout from Main Street to Winthrop Street approved May 15, 1862.

Emeline Road —See Adams Street.

Enfield Street.

Named after Town of Enfield by City Plan Commission.

Includes *Norman Street*.

Layout, as suggested by City Plan Commission from Westland to Mather Streets, ordered published, February 24, 1908.

Dedicated for 800 feet north of Mather and Greenfield Streets by map filed April 25, 1908 by the Builders Realty & Improvement Co.

Evergreen Avenue.

Layout from Farmington Avenue to Warrenton Avenue approved March 29, 1893; from Warrenton Avenue south to Boulevard on map of A. H. Merrill, filed May 12, 1899.

Factory Lane.—See Gold Street.

Fairfield Avenue.

Named, August 9, 1869, after George A. Fairfield.

Ancient Highway on top of Rocky Hill.

City layout passed January 28, 1901.

Fairview Avenue.

From White Street to Livermore Street on map "Parkway Heights" filed by New England Development and Improvement Company, September, 1900.

Faience Street.

Named for Atwood, now Hartford Faience Company.

From Hamilton Street southeast between Bartholomew Avenue and the Railroad. Closed by property owners and opened from Bartholomew Avenue west to Faience plant.

Fairmount Street.

Opened as Town Road prior to 1854.

From Center Street to Brook Street in 1859 map of City.

Fales Street.

Named after Thomas J. Fales of the firm of Fales & Gray, who opened this and Gray Street.

Layout from Sisson Avenue to Evergreen Avenue approved June 15, 1892.

Farmington Avenue.

Turnpike Road laid out by General Assembly, 1800.

City layout straightening lines from Forest Street to Owen Street passed June 28, 1869.

Farmington, Road to. .South.—See New Britain Avenue. *Middle*
—See Park Street. *North.*—See Asylum Street.

Fern Street.

Named after the street in West Hartford of which this is the easterly extension, which is an old town highway.

Layout from Prospect Avenue to Oxford Street approved September 27, 1898, as opened by W. S. Lines by map filed November 17, 1900.

From Kenyon Street to Girard Avenue opened by A. L. Gillette prior to 1890; layout from Girard Avenue to Oxford Street approved March 27, 1900.

Layout from Girard Avenue to Oxford Street approved March 27, 1900.

Ferry Landing, Road to the.—See Kilbourne Street.

Ferry Street.—See Kilbourne Street.

Ferry Street.—Jones Lane.

The East Hartford Ferry landed at foot of this street. Deeded to Town of Hartford, Front Street to "the Landing Place" on Connecticut River, April 12, 1762, by Pantry Jones.

First Place.

West from James Street north of Ashton Street on Ensign's Parkville Subdivision of 1872. Not opened.

Fishfry Street.

Named for the Fishfries, formerly popular in the meadows during the Spring run of alewives.

Proprietors' Road into North Meadows from Windsor Avenue easterly.

No city layout.

Flatbush Avenue.—Allen Road.—Commons Road.

Town Highway. Dedicated by P. Fagen, S. Seymour and Alexander Allen.

Layout accepted December 2, 1861.

From old city line west laid out by Superior Court about 1863.

Florence Street.

Named after Florence (Roberts) Skinner.

Layout from *Main Street* now Windsor Avenue to East Street approved January 13, 1881.

Flower Street.

Named after Ebenezer Flower, Mayor of Hartford.

Deeded to City by Erastus Smith, November 24, 1854 (Vol. 91, Page 524), from Farmington Avenue to R. R. 769 feet, accepted March 10, 1855.

Railroad to Park River to connect with Lawrence Street layout passed May 10, 1880.

Foot Guard Place.

Named after First Co. Governor's Foot Guards, whose armory is on the northwest corner of High Street.

Layout from High Street westerly about 305 feet; approved March 12, 1889.

Ford Street.—Workhouse Lane.

Ancient Highway; accepted by City, January 12, 1846.

Forest Street.

Named for Gillette's Grove, which stood at the corner of Farmington Avenue, and was a part of the original forest.

Layout from Farmington Avenue to Hawthorne Street; approved June 28, 1869, by deed from Francis Gillette et al., (Vol. 130, Page 183.) Part of Nook Farm.

Extension from Hawthorne Street southerly about 600 feet, approved August 22, 1894.

Francis Avenue.

Named after William Francis, who opened the street by map filed February 1871.

Francis Court.

Opened by William Francis in connection with Francis Avenue across south end of land owned by him.

Layout from New Park Avenue to Francis Avenue, accepted May 28, 1895. Extension east across R. R. tracks is private passway.

Frankfort Street.

Named by Judge Heman H. Barbour.

On map filed 1874.

Layout by city from Windsor Avenue to Barbour Street approved August 15, 1889.

Franklin Avenue.

Named after General William B. Franklin.

Layout from Morris Street southerly to the City and Town line approved October 19, 1871.

Franklin Place.

From Franklin Avenue opposite Bodwell Street westerly 350 feet.

Franklin Street or Court.—See Allyn Street.

Freeman Street.

Named after Freeman Seymour, whose farm it crossed.

Layout from Maple Avenue to Fairfield Avenue approved September 27, 1898.

Front Street.—See North Front Street.

Front Street.—*Meadow Lane.*—*Soldier's Field Lane.*

North of Pleasant Street, name changed from *Soldier's Field Lane* to North Front Street.

Ancient highway from Little River to North Meadow. There was a Ford across Little River from south end of Front Street to Governor Street.

Garden Street.—*Town House Lane.*

Lord's garden occupied a large space east of the present grounds of the School for the Deaf on Lord's Hill and the street may have been named on account of this.

From Farmington Avenue to Collins Street, old town road from Old Ox Pasture and Cow Pasture; new city layout passed May 26, 1873. Previous to present layout of Collins Street, Garden Street ran west as a crooked lane to Sigourney Street.

From Collins Street to Albany Avenue, in part replacing *Town House Lane*, passed November 20, 1854.

Layout from Albany Avenue to Capen Street accepted May 23, 1871.

From Capen Street to Westland Street opened about the same time.

Layout from Westland Street south to City Line, about 600 feet, passed in Town Meeting, June 29, 1868 "whenever parties in interest shall deed the same."

City layout, Capen Street to Westland Street, passed June 25, 1900.

Extension, Westland Street to Risley Street shown on maps of layout proposed about 1870 and on map filed July 23, 1909 by Mrs. E. L. Risley Hatch.

George Street.

Named after George Kibbe (?)

Layout from Preston Street to South Street approved May 11, 1897.

Dedicated by filing maps by George Kibbe and Henry T. Bronson, and by George Kibbe, 1873.

Giddings Avenue.

Named after Horatio Giddings.

From New Britain Avenue to Park River on maps filed July 27, 1873 and April 23, 1903, by Wm. Francis.

City layout between New Britain and Dexter Avenues passed June 13, 1910.

Gillett Street.

Named after Ralph or Francis Gillett (?)

Layout from Farmington Avenue to Niles Street approved June 9, 1865.

Extension to Asylum Avenue, approved March 9, 1869. Deed of Ralph Gillett, September 10, 1866.

Gilman Street.

Named after George Gilman, who owned land west of George Street, opposite this (?)

Dedicated by filing map by George Kibbe and Henry T. Bronson, also map by George Kibbe, 1873.

Layout from George Street to Winship Street, approved May 11, 1897.

Girard Avenue.—*Thrall Street.*

Named after Willis Thrall, who with Ralph Gillett opened this Street; later Mr. Gillett acquired Mr. Thrall's interest and changed the name to Girard Avenue after Stephen Girard of Philadelphia and the Girard Insurance Company, of which Mr. Gillett was an officer.

Layout from Farmington Avenue to Asylum Avenue approved September 13, 1893.

Glendale Avenue.

Opened by John P. Harbison and named by Mrs. Harbison after Glendale, Mass.

Layout from Zion Street westerly 1032 feet, approved December 9, 1879; extension to Park River approved August 5, 1899.

Gold Street.—*Factory Lane.—Hotel Alley—Nichols Lane.*

Name changed to Gold Street April 26, 1846, on account of the gold-beating establishment once located there.

Deeded as a public street by J. Wadsworth et al., April 16, 1798 (Vol. 21, Page 53.)

Street widened to 50 feet, October 24, 1898, through the efforts of the Ruth Wyllys Chapter, D. A. R.

Goodman Place.—*Jones Court.*

See deed of Abraham Hollander et al., to City of Hartford, May 7, 1881 (Vol. 185, Pages 209 to 224 inclusive.)

Layout from Main Street easterly approved July 19, 1881.

Goodwin Street.—*North Sheldon Street.*

Layout from *Main Street*, now Windsor Avenue, easterly 375 feet to R. R. approved July 14, 1868.

Gordon Lane.*—See Maratime Street.**Governor Street.*—See Wyllys Street.****Governor Street.—*Cole Street.***

Name changed from Cole to "Governors" Street March 10, 1851.

Petitioners say that five governors have resided on this street, viz: Edward Hopkins, Geo. Wyllys, Thomas Welles, John Webster, and Thomas Seymour.

Deeded to City by Solomon and Asa S. Porter, June 24, 1851.

Layout from Wethersfield Avenue to Retreat Avenue across south end of *South Green*, now Barnard Park, passed August 13, 1855.

Layout from Wethersfield Avenue to Charter Oak Avenue approved December 23, 1861; south end widened and made a part of the present Wyllys Street.

Layout from Sheldon Street to Charter Oak Avenue approved August 18, 1891.

Grace Street.

Named for Mrs. Sarah Jane (Clarke) Lippincott, who wrote under the pen name "Grace Greenwood"

Laid out by William Francis on map filed February, 1871.

City layout from New Park Avenue to Greenwood Street passed April 16, 1900.

***Granby Turnpike.*—Now Blue Hills Avenue.**

Grand Avenue.

Layout from Zion Street to New Park Avenue approved August 11, 1874. Never opened west of Park River.

Shown 70 feet wide from River to New Park Avenue on map filed December, 1872, by Joseph S. Woodruff.

Grand Street.

From Lafayette Street to Lawrence Street deeded to City of Hartford by Sidney Andrews, August 24, 1857 (See Vol. 100, Page 174).

Extension to Babcock Street opened by Penfield's map filed 1873. Layout passed March 27, 1876.

Grand View Terrace.

From White Street to Livermore Street, 100 feet wide, on map of "Parkway Heights" filed by New England Development and Improvement Company, September, 1900.

Grant Avenue.—Zweigartt Avenue.

Opened from New Britain Avenue southerly, 1800 feet and map filed in 1873 by Westphal Wallach and Zweigartt. Name changed and map of "Hollywood" filed August 24, 1900 by Bras d'Or Land Company.

Grant Street.—Now Edgewood Street from Raymond Street north. Named after James M. Grant, who owns land between this and Vine Street north of Capen Street.

Shown for 270 feet north of Raymond Street on map filed March 20, 1901, by Alexander Cameron.

Gray Street.

Named after John S. Gray of the firm of Fales & Gray, who opened the street.

Layout from Sisson Avenue to Evergreen Avenue, published July 11, 1904, and, after litigation, passed November 25, 1907.

Green Avenue.

North of and parallel to New Britain Avenue west of White Street.

On Joseph Dart's maps filed 1897 and 1898.

Greenfield Avenue.—See Greenfield Street.

Greenfield Street.—Greenfield Avenue.

Named Greenfield Avenue by M. J. & T. J. Nevels, who opened the street, after the green fields in Keney Park, adjoining.

GREENFIELD STREET.—Continued.

Layout from Vine Street to *Woodland Street*, now Ridgefield Street, approved April 25, 1905. Opened west to Blue Hills Avenue by Keney Park Trustees; city layout passed March 25, 1907.

Opened from Vine Street easterly to *Bolton Street*, now called Middlefield Street, by map filed February 18, 1908, by Builders Realty and Improvement Company.

City layout from Vine Street east to Cemetery Street, ordered published June 22, 1908.

Green Street.—West Street.

Layout from Winter Street to Albany Avenue approved July 11, 1871.

Extension from Winter Street to *Pine*, now Mather Street approved March 9, 1869.

Greenwood Street.—See Woodland Street.**Greenwood Street.—**

Named after "Grace Greenwood" Mrs. Sarah Jane (Clarke) Lippincott, who wrote "*Greenwood Leaves*," sketches, letters, etc.

On William Francis' map, filed February, 1871.

Layout from Park Street southerly, 493 feet approved November 14, 1893.

Griswold Street.—

Named by City Plan Commission after Griswold, Conn.

On map of Freeman Seymour Estate.

Layout from Maple Avenue to Torwood Street passed April 19, 1909.

Griswold Street.—See Broad Street.**Grove Lane.—See Mechanic Street.****Grove Street.—Orient Street.—Dean Street.**

Named for large grove, which stood where Mechanic Street now is; here public celebrations were held previous to 1850.

From Main Street to Prospect Street called *Orient Street*.

From Main Street to Front Street, known as *Dean Street*, accepted 1848. Front Street to Connecticut River, two rods wide, deed from Jeremiah Wadsworth, August 11, 1800 (Vol. 22, Page 98).

Gurney or Gurney's Road.—See Asylum Avenue.**Hamilton Avenue.—See Hamilton Street.**

Hamilton Street.—Belden Road—Hamilton Avenue.

Named after William Hamilton, through whose land it was opened from Zion Street to Park River.

Layout from Zion Street to Bartholomew Avenue approved November 14, 1893. From 450 feet east of river west to Francis Avenue, on map of William Francis' 2d addition as *Hamilton Avenue*.

Harbison Avenue.

Named after John P. Harbison, who opened this and adjoining streets.

Layout from Zion Street westerly, accepted 1877.

Harold Street.

Named by Mr. Kenyon after his son, Frederick Harold Kenyon. Dedicated by Fred R. Burnham and Elijah A. Kenyon by filing, September 3, 1901, map of "Blue Hills Park," showing development of part of the Kenyon Farm west of the Gravel Hill School house between Blue Hills Avenue and the Central New England Railroad.

Layout, Blue Hills Avenue to Palm Street passed November 14, 1910.

Harper Street.

Named and opened by Sidney A. Ensign and map filed 1870.

Layout from Love Lane northerly to Keney Park, approved May 11, 1897.

Hartland Street.—Lee Street.

Named by Henry D. Whitney after Town of Hartland.

Dedicated as Lee Street from Burnham Street to 300 feet south of Simpson Street by Fred A. Burnham and Elijah A. Kenyon by filing, September 3, 1901, map of "Blue Hills Park," showing development of part of the Kenyon farm west of the Gravel Hill School House between Blue Hills Avenue and the Central New England Railroad.

Extended to Tower Avenue and named Hartland Street by Henry D. Whitney by map filed July 8, 1908. Extended to 158 feet south of Manchester Street by E. A. Kenyon by map filed April 26, 1910.

City layout, Burnham Street to Manchester Street passed November 14, 1910.

Harrison Place.

Named by Barrett Bros., who extended Harrison Street through their land and opened this east to Woodland' Street and west about 150 feet previous to 1878.

City layout passed October 13, 1902.

Harrison Street.—*Harrison Avenue.*

Named after Harrison, who owned the land at the north end and opened that part of the Street.

Layout from Albany Avenue southerly approved March 26, 1878.

Harvard Street.—

On map of Cedarhurst filed by the West End Land Company, May 25, 1898.

Layout from New Britain Avenue to *Ashton Terrace*, now Southbury Street, accepted April 21, 1903.

Harwich Street.—

From Earle Avenue to Roxbury Street.

Dedicated by New England Development and Improvement Company by filing, May 15, 1901, map of "Trinity Heights Tract" on southeast corner of New Britain and Fairfield Avenues.

Hawthorn Street.—

Opened and named in the Nook Farm addition by Francis Gillette and George Hooker.

Layout from Sigourney Street to Forest Street approved November 30, 1892.

Extension west of Forest Street approved July 13, 1897.

***Hawthorne Street.*—See Warrenton Avenue.**

Name used from Smith Street to Prospect Avenue on maps of the Loomis & Woodruff addition.

Haynes Street.—

Named after John Haynes, Governor of Conn.

Layout from Asylum Street to Pearl Street approved March 1, 1881.

Haynes Street.*—See Jefferson Street.*Hazel Street.—**

Layout from Park Street northerly 1140.5 feet, approved March 16, 1895.

Opened but not named on map filed by Joseph Davenport, C. H. Douglas and Charles Mainwaring on maps filed July 18, 1898, August 28, 1899, and May 13, 1901, by Geo. H. Day.

Heath Street.

Named after Horace Heath.

On Sidney A. Ensign's 1872 map of Parkville Subdivision.

Layout from Park Street northerly 1344 feet approved March 1, 1893.

Hendricxson.—See Hendrixen Avenue. Incorrect spelling used in 1859 map of Hartford.

Hendrixen Avenue.—*South Meadow Highway No. 1.*

Named by Colonel Colt after Cornelius Hendrixen, the lieutenant of the Dutch sloop "Onrust," the first European vessel to visit the site of Hartford.

Layout through land of Samuel Colt accepted in City Meeting, March 19, 1860, from Wawarme Avenue to Charter Oak Avenue. From Charter Oak Avenue south 1100 feet discontinued by vote passed May 10, 1897.

Henry Street.

From New Britain Avenue to Roxbury Street dedicated by New England Development and Improvement Company by filing May 15, 1901, map of "Trinity Heights Tract" on south-east corner of New Britain and Fairfield Avenues.

Henry Street.

Named after Henry S. Atwood.

Proposed street, the fourth south from New Britain Avenue, between Newington and Montrose Avenues.

Opened by Mr. Atwood through his farm.

Herman Street.

Named by Mr. Atwood from the middle name of a brother.

Proposed layout, Newington Avenue to Montrose Avenue, surveyed by Henry S. Atwood through his farm.

Hicks Street.

Named after Phoebe Hicks, wife of William H. Imlay, who opened the street.

Layout from Trumbull Street to South Ann Street by deed of William Imlay, March 27, 1854.

High Street.

Named December 13, 1821, by Jeremy Hoadley because it was on high ground.

Ancient Highway. Street widened about 1829 to 1832 from Asylum Street to Church Street by layouts passed by City

HIGH STREET.—*Continued.*

Meeting, April 30, 1832; see deeds of J. Caldwell, November 12, 1811, and of R. Bigelow, E. W. Bull and Charles Porter.

Highland Avenue.—See Kent Street.

Highways by Little River.—Arch, Wells, Sheldon and Elm Streets.

Hillside Avenue.—*Laurel Street, South Laurel Street, Lindsay Street.*

Opened by J. P. Harbison, Glendale Avenue to Bonner Street, and layout passed April 9, 1874, from Park Street to New Britain Avenue.

Layout as Laurel Street from Hamilton Street to Flatbush Avenue, passed September 27, 1898; opened prior to 1880 for 450 feet south of Flatbush Avenue by Peter Riley. Extended to White Street, June 25, 1901, replacing, from Oliver Street southerly the privately opened *Lindsay Street*; name changed from Laurel Street to Hillside Avenue, on account of its location, as suggested by F. L. Ford, March 24, 1903; extended from Hamilton Street north to connect with Park Terrace and Parkway across Pope Park, June 11, 1906.

Hoadley Place.

Named after E. J. Hoadley.

Privately opened, Church Street to Huntley Place.

Layout approved January 10, 1899.

Holcomb Street.

Town Highway, Vine Street to Blue Hills Avenue.

Named after Lanman Holcomb on petition of Morris Holcomb, et al., November 26, 1889.

Hollywood Avenue.—*Wallach Avenue.*

Opened just west of City line from New Britain Avenue south to *Mountain*, now Marrion Avenue by Wm. Westphall, Julius Wallach and Henry J Zweigartt and map filed 1873. Name changed and map of "Hollywood" filed August 24, 1900, by Bras d'Or Land Company.

Homestead Avenue.

Named by Homestead Park Corporation, which opened the tract bounded by Albany Avenue, Garden Street, the C. N. E. R. R. and Cabot Street, including the easterly end of this street by map filed April 19, 1900.

Extended to Woodland Street by City layout from Garden Street to Woodland Street passed January 14, 1907; from

Woodland Street to Albany Avenue, layout passed August 9, 199.

Hopkins Street.—*Orange Street, School Street, Williams Avenue.*

Named after Hopkins Grammar School.

Opened as a private way by deed of Abby Williams to John L. Boswell, November 20, 1848 (Vol. 77, Page 68).

Shown from Asylum Street to present location of Railroad, as Williams Avenue on 1850 map of Hartford.

Layout from Asylum Street southerly and westerly to Broad Street, approved May 14, 1872.

Hotel Alley.—See Gold Street.

Howard Street.

Layout from Broad Street to Flower Street approved October 11, 1870.

Hubbard Street or Hubbard Avenue.—See Sisson Avenue.

Named after Susan V. and Antonette Hubbard, who owned southwest corner of Farmington Avenue.

Hudson Street.

Named for Henry Hudson, through whose farm it was opened.

Layout from Park Street to Jefferson Street, deed of J. C. Perkins, Administrator estate of Henry Hudson (Vol. 70, Page 134); accepted October 14, 1844; Quit Claim deed of Horace Seymour et al., accepted July 16, 1852 (Vol. 86, Page 37).

Humphrey Street.

Named after Henrietta S. Humphrey, who with Mary H. Lindsay, sold the land to the Wolcott Heights Corporation.

From White Street to Oliver Street, dedicated by the Wolcott Heights Corporation by filing, March 14, 1899, and July 30, 1901, map of "Wolcott Heights" on the northeast corner of New Britain Avenue and White Street extending east to Hillside Avenue.

Layout passed April 19, 1909.

Hungerford Street.—*Knox Court.*

Named after William Hungerford.

Opened in 1869 from Park Street northerly to rear of lots on south side of Grand Street, as *Knox Court*.

Layout from Park Street to *Rifle Avenue*, now Capitol Avenue approved January 27, 1863.

Huntington Street.

Named after Samuel Huntington.

Layout from Asylum Avenue to Collins Street approved October 24, 1883.

Extended northerly to Ashley Street by layout approved July 12, 1887; to Sargeant Street, April 29, 1890.

Huntley Avenue.

Named after Lydia Huntley (Mrs. Charles Sigourney), who at one time lived on High Street, east of Huntley Avenue.

Layout from Walnut Street southerly 265 feet approved December 24, 1901.

Huntley Place.

Layout from Huntley Avenue easterly beyond Hoadley Place, to rear of lots fronting on High Street, approved December 24, 1901.

Hurlburt Street.

Named after Edward E. Hurlburt, who opened the Street jointly with Walter C. and Albert F. Mentzer.

Layout from Asylum Street southerly approved October 27, 1896.

Huyshope Avenue.—*South Meadow Highway No. 8.*

Named by Colonel Colt after Huys de Hoop (House of Hope), the Dutch Fort.

Opened in 1861 from Charter Oak Avenue to Masseek Street, but layout never accepted with the other South Meadow Highways. Extended to Wawarme Avenue, 1873.

Imlay Street.

Named after William H. Imlay, who owned the Nook Farm, through which this street is laid out.

Opened by Gillette and Hooker with Forest, Laurel and Hawthorne Streets adjoining.

Layout from Farmington Avenue to Hawthorne Street approved May 25, 1869.

Irving Place.—See Crescent Street.

Irving Street.

Opened and named by Homestead Park Corporation.

On map of Homestead Park filed April 19, 1910.

Layout from Albany Avenue to Homestead Avenue approved March 13, 1900.

James Street.-

On Sidney A. Ensign's Parkville Subdivision, map of 1872.
Layout from Ashton Street north to Capitol Avenue Extension
approved March 16, 1898.

Jefferson Street.—*Dodd's Lane, Haynes Street.*

Named after James Dodd, through whose land it was first
opened. Later named after President Thomas Jefferson.
From Main Street to South Hudson shown as *Haynes Street*
about on present lines on map of the Cogswell Lot by
Samuel Hamilton, April 1, 1853.

Layout Main Street to Hudson Street, deeds of Timothy Dodd,
James Welles, and Ann Davan and John T. Smith, March
28 and 30, 1818 (Vol. 36, Pages 335-7) and D. Pomeroy,
May 21, 1857 (Vol 98, Page 322).

Layout, Hudson Street to Washington Street, final report ac-
cepted August 26, 1861.

Extension from Washington Street to proposed extension of
Babcock Street approved May 1, 1872, but not opened
beyond Broad Street. Extension from Broad Street to
Affleck Street, passed September 23, 1907.

Jewell Street.-

Named after Pliny Jewell.

Layout from Pearl Street easterly along Park River approved
April 13, 1863.

The south street line is the center of the river.

John Street.-

Deeded to City by Daniel Wadsworth estate, November 15,
1852 (Vol. 86, Page 30).

From Buckingham Street to Park Street.

Johnson's Lane.-

Passway.

From New Britain Avenue, 400 feet east of Summit Street,
northerly 300 feet.

Jones Court.—See Goodman Place.

Jones Lane.—See Ferry Street.

Judd Lane.—See Charles Street.

Judson Street.-

Layout from Clark Street to Martin Street approved May 29,
1900.

Julius Street.—*Seymour Avenue.*

Named after Julius Seymour.

Layout from New Britain Avenue southerly about 920 feet, approved April 26, 1895; extended to King Street, June 9, 1896; opened to Mountford Street unofficially about 1906. Layout passed August 10, 1908.

Keeney Lane.—

Commerce Street east to River.

Private passway opened by Jeremiah Wadsworth and William Brown, August 12, 1802 (See Vol. 22, Pages, 154-222).

Kennedy Street.—*Sheldon Avenue.*

Named after Leonard Kennedy.

Layout from *Windsor Road*, now Windsor Avenue, easterly approved October 27, 1856.

Deeded to City by Walter H. Havens and George M. Way March 10, 1860 (Vol. 102, Pages 352-373).

Kenneth Street.

Dedicated from Maple Avenue west nearly to Broad Street by filing map of Maplehurst, October 3, 1896, by Arthur E. Hobson and L. W. Edwards.

Layout from Maple Avenue to Broad Street approved March 15, 1904.

Kent Street.—*Highland Avenue.*—*Brazil Road.*

Named after the town of Kent, Conn., at suggestion of F. L. Ford.

Opened as *Highland Avenue*, by filing map of Keney Park Terrace, August 28, 1900, by P. B. Moore and H. L. Bowles. Name changed because of conflict with Highland Street, West Hartford, and layout passed January 27, 1908.

Extended from Albany Avenue to Homestead Avenue as *Brazil Road* by map of Adams Terrace, filed August 31, 1910, by the Eastern Land Company.

Layout passed September 12, 1910.

Kenyon Street.

Named after Eugene L. Kenyon.

Layout from Farmington Avenue northerly 1487 feet approved March 24, 1891.

Extension from near Fern Street northerly 700 feet opened by A. L. Gillette and approved September 12, 1899.

Extension to Asylum Avenue opened and graded by city.

Layout approved January 24, 1905.

Kibbe Street.

Named after George Kibbe, who opened the street. See his map filed July 8, 1873.

Layout from New Park Avenue to Madison Avenue approved October 29, 1901.

Extension from Madison Avenue to Bulkeley Avenue approved December 14, 1901.

Kilbourn Street.—*Knox's Lane.*—*Old Ferry Street.*

Named after Samuel Kilbourn.

Ancient Highway known as *Road to the Ferry Landing.*

Widened and name changed from *Ferry Street*, October 14, 1829.

King Street.

Named by Mr. Ahern after King Street, New Haven.

Dedicated by map filed October 10, 1895, by P. D. Ryan and Daniel Ahern.

Layout from Webster Street to Julius Street approved June 9, 1896.

Kingsley Street.—See Kinsley Street.

So spelled uniformly between 1830 and 1880.

Kinsley Street.—*Lee Street.*—*Kingsley Street.*

Deeded to City by Caleb Bull et al., February 19, 1797 (Vol. 21, Page 620).

Also deed from James Goodwin et al., January 20, 1855 (Vol. 91, Page 512).

Knox Court.—See Hungerford Street.**Knox's Lane.**—See Kilbourn Street.**Lafayette Avenue.**—See Chandler Street.**Lafayette Street.**—*Cooper Lane.*—Was originally a part of *Washington Street*, then called *West Street*.

Named after General Lafayette.

Ancient Highway.

Layout approved December 24, 1858.

Latimer Street.—See Bond Street.

Captain Horace Latimer owned and lived on the southwest corner of Wethersfield Avenue and Bond Street.

Laurel Street.

Named by Gillette & Hooker, who opened it within Nook Farm. From Farmington Avenue to Hawthorne Street opened by Francis Gillette and George Hooker.

Layout approved April 27, 1863; Hawthorne Street to Park Street approved January 10, 1871 if abuttors give clear title; unconditional layout from Farmington Avenue to Park Street passed April 19, 1875; extension to Niles Street approved March 24, 1874; from Hamilton Street to Flatbush Avenue accepted September 27, 1898; to White Street June 25, 1901.

Name of Street south of Hamilton Street, changed to Hillside Avenue, March 24, 1903.

Lawrence Street.—*Linwood Street.*

Named after R. S. Lawrence.

Name changed from Linwood to Lawrence Street, between Park Street and Capitol Avenue, January 10, 1871.

Dedicated by O. D. Seymour and S. E. Marsh, March 17, 1862. Laid out as *Linwood Street* from Park Street to *Baker*, now Ward Street, 1862.

Layout from Park Street northerly to *Rifle*, now Capitol Avenue, approved January 27, 1863; extended northerly to Park River, May 24, 1870.

Deed of Street from Capitol Avenue to Park River from Weed Sewing Machine Company, March 28, 1871.

Ledyard Street.

Two hundred and fifty feet east of and parallel to *Tisdall*, now South Hudson Street, on map of the Cogswell lot, subdivided April 1, 1853 by Samuel Hamilton.

Lee Street.—See Hartland Street.**Lee Street.—See Kinsley Street.****Leet Street.—See Webster Street.****Lefke Place.**

Right of way from Park Street between River and Railroad north to property of Lena A. Lefke et al.

Lenox Place.—See Lenox Street.**Lenox Street.—*Lenox Place.***

Opened and named Lenox Place by James Dowd, and map filed October 12, 1897.

Layout from Albany Avenue northerly to Keney Park (now to Greenfield Street) approved January 14, 1902.

Lewis Court.-

Named for Edward C. Lewis, to whose house the court ran.
From Windsor Avenue north of North Methodist Episcopal Church west to properties next to Spring Grove Cemetery.

Lewis Street.—*Welles Street.*

Named in 1883 after Lewis Rowell, who owned the southwest corner of Pearl Street. Deeded to City of Hartford by Ralph Pomeroy, William and John Goodwin and Solomon Taylor, April 20, 1798 (Vol. 21, Pages 37-38-39).

Lexington Avenue.-

Franklin Avenue, 138 feet north of Town Line westerly 1100 feet. Old cut-up of property.

Liberty Street.-

Opened by Nathan Starkweather.
Layout from William Street to Garden Street approved January 24, 1865. Deed of Nathan Starkweather to City, December 10, 1866 (Vol. 133, Page 110).

Lincoln Street.-

Named after Abraham Lincoln.
Layout from Washington Street west to proposed southerly extension of of Babcock Street approved April, 1873, but not opened west of Broad Street.
Deeded to City of Hartford by Thomas T. Fisher and Charles T. Webster. Opened 400 feet west from Broad Street and accepted May 28, 1901; extension 125 feet west to Affleck Street passed September 23, 1907.

Lincoln Street.

Abandoned.
On map filed about 1872 by Cornelius A. Lincoln showing land south of South Street opposite George Street.

Linden Place.—*Welles Avenue.*

Deeds of Moses Butler, Niles Beach, T. Y. Seymour, David Olcott and John Dodd, August 28, 1801 (Vol. 22, Page 123).
From Main Street westerly 450 feet and north 250 feet to Elm Street.

***Lindsay Street.*—Now included in Hillside Avenue, between Oliver Street and White Street.**

Named after Mary H. Lindsay, who sold to the Wolcott Heights Corporation.

Linmoore Street.—*Linmoore Avenue.*

From Fairfield Avenue to Campfield Avenue on map of "Parkway Heights" filed September, 1900, by New England Development and Improvement Company (called Avenue west of Maple Avenue.

City layout between Fairfield Avenue and Maple Avenue passed May 23, 1910.

Linwood Street.—See Lawrence Street.**Litchfield Street.**

Named after Town of Litchfield, Conn., by H. D. Whitney.

Graded by Henry D. Whitney and map filed July 8, 1908.

Layout, Blue Hills Avenue to Hartland Street passed November 14, 1910.

Litchfield Turnpike.—See Asylum Street.**Little Grove Street.**—See Mechanic Street.**Loomis Street.**

Named after Hiram G. Loomis.

Layout from Bellevue Street east to Railroad approved July 10, 1871. Deed of O. D. Seymour, March 31, 1871 (Vol. 133, Page 686).

Lorraine Street.

Named by A. P. Weeks after Claude Lorraine, from a painting supposed to be by him, which was discovered by Peter Lux at the time street was being opened by James C. Pratt and Mr. Weeks.

Layout from Farmington Avenue northerly and westerly to Sherman Street approved December 28, 1898.

Love Lane.—See also Westland Street.

Formerly a part of Westland Street, and anciently named on account of the romantic associations with this woodsy road.

Layout from Harper Street to Westland Street, near the corner of Garden Street approved June 29, 1897.

Lower Ferry Road.—See Charter Oak Avenue.**Lumber Street.**—

Named for the lumber yard of William S. White, through which it runs. See *Union Street*.

Layout on petition of W. S. White et al., approved November 9, 1863.

Madison Avenue.

Named after President Madison.

On George Kibbe's map, filed July 8, 1873.

Layout from Park Street southerly 1666 feet approved March 28, 1898.

Madison Street.

Named after President Madison.

Layout from Washington Street westerly approved September 12, 1871.

Extension from Broad Street to Affleck Street, September 23, 1907.

Magnolia Street.

Named and opened by Homestead Park Corporation, on map of Homestead Park, filed April 19, 1900.

Layout from Albany Avenue to Homestead Avenue approved March 13, 1900.

Mahl Avenue.—*Pavilion Street.*

Called Pavilion Street from old layout and because the two are in line, though on opposite sides of Windsor Avenue.

Named after Frederick Mahl.

Opened by Frederick Mahl by maps filed August 8, 1893, and February 27, 1896.

Layout as Pavilion Street, from Windsor Avenue westerly to Cemetery Street, passed November 27, 1893.

Maiden Lane.—See Wells Street.

Main Street.—*Kings Highway.*

From Barnard Park to the Little River was known originally as Road from Town to Wethersfield. From the River to Needham's Corner as Road from the Palisado to Sentinel Hill. From Needham's Corner to Ann Street as Sentinel Hill to the Cow Pasture, also as Burr Street.

For notes relating to further history of the street and the buildings and encroachments upon it, see preface.

Main Street.—Above the junction with Albany Avenue, formerly Main Street, now Windsor Avenue. Name changed May, 1898, on petition of residents.

Malt Lane or Street.—See Park Street.

Manchester Street.

Named by City Plan Commission after Town of Manchester.
On map filed April 26, 1910, by E. A. Kenyon.
Layout, Blue Hills Avenue to Palm Street passed November 14,
1910.

Mannz Court.

Named for Gottfried Mannz, who opened it.
Wethersfield Avenue to Elliott Place.

Mansfield Street.

Named after Town of Mansfield, Conn.
Shown from Vine Street to Edgewood Street on map filed July
27, 1909 by James M. Grant.
Layout, passed October 25, 1909.

Maple Avenue.—*New Haven Turnpike.*

See Vol. 1 and 2 Private Acts, Page 1297.
Layout in Turnpike Book, Sec. of State's Office, Capitol, Page
150.
Laid out by General Assembly, 1798; laid out by City, October
24, 1870. Deed of William Isham for land at junction of
Retreat Avenue and Maple Avenue, November 29, 1854
(Vol. 91, Page 251).

Maplewood Avenue.

From Maple Avenue to Campfield Avenue on map of "Parkway
Heights" filed September, 1900, by New England Develop-
ment and Improvement Company.

Maratime Street, Gordon Lane, Maratine Street.

Opened by the Maratime Company in 1791. See deed of parti-
tion.
Ran east from Front Street to the Connecticut River about 170
feet north of Morgan Street. Shown on Valley R. R. right-
of-way map filed August 13, 1873. Obliterated by Hartford
Bridge improvement.

Maratine Street.

Corruption of *Maratime Street* *q. v.*

Margaret Road.*—See Baltimore Street.*Market Street.—*Dorr's or Dorr Street.***

Named because of Town Market. Name changed October 14,
1829.

Laid out in 1758 from State Street to Talcott Street.

Layout from Talcott Street to Pleasant Street approved April, 1842; from State Street to Talcott Street, accepted April 5, 1854. Widened from Temple Street northerly October 25, 1858.

Deed of Charles Benton et al., June 13, 1843 (Vol. 67, Page 415). Deed of D. Buck and C. Benton, August 24, 1841 (Vol. 71, Page 87). Widened from State Street to Kinsley Street by new layout approved June 13, 1870.

Marlboro Street.

Named after town of Marlboro, Conn.

Development of Huntington Estate southeast corner Albany Avenue and Garden Streets, map filed August 31, 1906, by Martin J. Flynn.

Layout passed May 14, 1906.

Marrison Avenue.—*Mountain Avenue.*

Opened from Newington Avenue west to *Wallach*, now Hollywood Avenue west of City Line by Westphal, Wallach and Zweigartt and map filed 1873. Name changed by map of Hollywood, filed August 24, 1900, by The Bras d'Or Land Company.

Marsh Court.

Named after Seth Marsh, who lived on Village Street.

Passway about 14 feet wide from Village Street opposite the green, east to Market Street.. Opened as private Passway, years ago.

Layout passed March 12, 1906.

Marshall Street.

Named after Governor Marshall Jewell, through whose property it was opened.

Layout from Farmington Avenue to Niles Street approved December 11, 1884.

Martin Avenue.—Now Martin Street.

So called in 1866 atlas of Hartford.

Martin Court.—See Crescent Street.

Martin Street.

Opened by Josiah Capen and named after Major Charles T. Martin, who built the first house on the street.

Layout from Capen Street to Westland Street accepted November 26, 1866.

Deed of C. T. Martin et al., October 11, 1869 (Vol. 129, Page 294).

Layout from Westland Street to City Line by Town Meeting, June 29, 1868.

Extension from Westland Street to Charlotte Street, approved March 13, 1900.

Masseck Street.—*South Meadow Highway No. 3*

Named by Colonel Colt after "Masecup," one of the signers of the second deed from the Indians to the Proprietors of the Town of Hartford, February 3, 1671.

Opened by Colonel Samuel Colt from Van Dyke Avenue to Hendrixen Avenue and layout accepted in City Meeting, March 19, 1860; part east of Huyshope Avenue discontinued in 1869.

Mather Street.—*Pine Street, Cemetery Lane.*

Name changed from *Pine Street* to Mather Street, May 28, 1889.

Named after Roland Mather.

New layout from *Main Street*, now Windsor Avenue to Vine Street passed June 12, 1871.

May Street.

Layout approved November 22, 1892, from Ashley Street northerly to Sargeant Street on map of old Town Farm, filed May 25, 1891. Extended from Ashley Street southerly to Collins Street by layout passed 1898. See map of Normand Smith estate filed July 12, 1899.

McKegg Road.—See Prospect Avenue.

McKinley Street.

Named after President McKinley.

South Street to Roosevelt Street 400 feet west of Wethersfield Avenue on map filed April 6, 1901 by T. Charles Tredeau.

Layout passed November 27, 1905.

McLean Street.

Named after Governor McLean.

From South Street to Roosevelt Street 350 feet east of Franklin Avenue on map filed April 6, 1901 by T. Charles Tredeau.

Layout passed November 27, 1905.

McMullen Avenue.

Named after Cornelius McMullen, who opened it.

From Victoria Road southerly across City Line to Jordan Lane.

Layout north of City Line passed April 18, 1910.

Meadow Lane.—See Water Street, Front Street, Pleasant Street and Village Street.

Meadow Street.

Named by William Benton because of South Meadows, at edge of which street ends.

Layout from Wethersfield Avenue easterly approved January 24, 1905.

Mechanic Street.—*Little Grove Street.*—*Grove Lane.*

Layout from Grove Street to Potter Street accepted January 26, 1852. Deed of Solomon Porter, September 22, 1851 (Vol. 86, Page 42). Deed of Woodruff & Beach, September 22, 1851 (Vol. 86, Page 25).

Medwood Place.

Named by George E. Denison estate.

From Laurel Street 250 feet north of Hawthorne Street to property in center of block. Private passway.

Meeting House to Mill, Road from.—See Pearl Street.

Melrose Street.—See Edgewood Street.

Opened and named by Homestead Park Corporation.

Merrill Street.

Named after Arthur H. Merrill.

Opened from New Park Avenue westerly by Merrill and Wilbur E. Goodwin and map filed October 19, 1895. Extended 180 feet by City to provide right of way for sewer, and layout from New Park Avenue to Prospect Avenue approved February 27, 1904.

Methodist Street.—See Chapel Street.

Middlefield Street.—*Bolton Street*

Named by City Plan Commission after Town of Middlefield, Conn., and because street is in the middle of a large area of open fields.

Suggested by City Plan Commission as *Bolton Street* in 1908. Opened from Capen Street to Mather Street, 800 feet, near Raymond and Greenfield Streets by maps filed February 18, and April 25, 1908 by Builders Realty and Improvement Co.

Middle Road or Middle Road to Farmington.—See Park Street.

Milford Street.—*Darwin Road.*

Named by City Plan Commission after Town of Milford, Conn.
As *Darwin Road*, on map of Adams Terrace, filed August 31,
1909, by the Eastern Land Company.
Layout from Albany Avenue to Homestead Avenue ordered
published June 27, 1910.

Mill Street.—See Wells Street.**Monroe Street.**

Named by J. Pierce after Town of Monroe, Conn.
From White Street north 400 feet on map filed February 27,
1909, by W. J. Pierce.
Layout, White Street to Ansonia Street passed October 19, 1909.

Montrose Avenue.—*College Avenue.*

Opened from New Britain Avenue southerly 1850 feet by Westphall, Wallach and Zweigartt, and map filed in 1873, when it was suggested that Trinity College be rebuilt on land north of New Britain Avenue near here. Name changed and map of "Hollywood" filed August 24, 1900 by Bras d'Or Land Company.

Morgan Street.—*Creek Street.—Bridge Street.*

Named after John Morgan.
Layout from Main Street to Connecticut River passed September 17, 1788.

Morris Street.

Deed from Samuel Hamilton, trustee of Horatio Alden, July 8, 1854 (Vol. 92, Page 157); accepted March 12, 1855.

Mortson Street.—*Putnam Terrace.*

Name changed September 10, 1906, on account of confusion between the terrace, the street, and Putnam Heights; and named after George Mortson, who built the tenement blocks on it.

Layout as *Putnam Terrace* because between Putnam Street and Park Terrace passed October 9, 1905.

Mountain Avenue.—See Marriion Avenue.**Mountain Street.**

Named by Joseph Dart, after Cedar Mountain.
On map of West End Land Company, May 25, 1898.
Layout from New Britain Avenue southerly to *Ashton Terrace*, now Southbury Street approved April 21, 1903.

Mountford Street.—Claremont Street.

Dedicated as *Claremont Street* from Maple Avenue westerly nearly to Broad Street by A. E. Hobson and L. W. Edwards on map of Maplehurst, filed October 3, 1896; opened by City from Maple Avenue to Broad Street by layout approved June 28, 1904, as right of way for outlet for sewer in Broad Street, and name changed to avoid confusion with Clermont Street.

Mulberry Street.

Laid out by Daniel Wadsworth, Main Street to Wells Street; accepted April 18, 1859, in City Meeting.

Munroe Street.

Used on map filed 1859, for a proposed highway south of *Baker*, now Ward Street along the east line of Zion Hill Cemetery, connecting the proposed extensions of Jefferson and Madison Streets.

Myrtle Avenue.—See Collins Street.

On 1850 Atlas name is applied to the present Collins Street from Myrtle Street north, 550 feet.

Myrtle Street.

From Garden Street east to Spring Street. Opened in 1845 by deeds from Daniel Buck (Vol. 72, Page 363) and Charles Collins (Vol. 83, Page 562).

Natalie Street.

Named after Miss Natalie Nicksdoff, a friend and neighbor of Fred. C. Rockwell, who opened the street.

On map of Beacon Street south of Warrenton Avenue, filed June 15, 1900 by F. C. Rockwell and W. E. Goodwin.

Extended easterly by layout from Prospect Avenue to Rowe Avenue passed June 10, 1907.

Nelson Street.

Layout from Clark Street to Martin Street passed April 16, 1900.

Nepaquash Street.—South Meadow Highway No. 6

Named by Court of Common Council, September 12, 1910, on suggestion of Charles W. Gross, after "the Indian Sachem, from whom the Dutch purchased the land." See letter from Mr. Gross in Hartford Courant, September 1, 1910.

From Charter Oak Avenue to Hendrixen Avenue accepted in City Meeting, March 19, 1860 as South Meadow Highway No. 6 from Charter Oak Avenue westerly 285 feet; never worked by the city and only technically opened until 1910.

New Britain Avenue.—*Old South Road to Farmington.*—*Old Farmington Road.*

Named after the town of New Britain, Conn.

City layout from Washington Street to City Line (then at Cemetery Brook just west of Hillside Avenue) approved July 13, 1868.

Layout from above to present City Line passed July 16, 1900.

Newbury Street.

From New Britain Avenue to Roxbury Street.

Dedicated by New England Development and Improvement Company by filing, May 15, 1901, map of "Trinity Heights Tract" on southeast corner of New Britain and Fairfield Avenues.

Newfield Avenue.

Named after the new field for enterprise which was to have been opened up in this section of the city.

Opened nearly to Baltic Avenue by Wm. Francis and shown on map filed by him July 29, 1873. From Francis' property north nearly to Flatbush Avenue, on map dated December, 1872 filed by Joseph S. Woodruff.

Graded and extended from New Britain Avenue northerly to Flatbush Avenue by City and layout approved May 27, 1902.

New Haven Turnpike.—See Maple Avenue.

Newington Avenue.

Named after Town of Newington, Conn.

Laid out by General Assembly, 1791.

Layout of street lines from New Britain Avenue to City Line approved December 27, 1889.

North of New Britain Avenue shown across land of Joseph Dart on maps of Broadview Heights, filed August 26, 1897, and November 3, 1898. Layout passed August 8, 1910.

New Park Avenue.—*Baker Road.*

Layout from Park Street southerly to West Hartford Line approved January 11, 1870.

Nichols Lane.—See Gold Street.

Niles Street.

Named after Jonathan S. and James M. Niles, who opened it through their property.

Layout from Sigourney Street to Woodland Street approved March 31, 1863.

Norfolk Street.—*Park Avenue.*

Named after Town of Norfolk by F. L. Ford.

Opened as *Park Avenue* from Blue Hills Avenue to Keney Park, by Bowles and Moore on map of Park Terrace, filed August 28, 1900.

Name changed on account of confusion with Park Street.

Layout passed January 27, 1908.

Norman Avenue.

From Franklin Avenue 800 feet north of City Line westerly about 1300 feet—Old cut-up of property.

Norman Street.—See Broad Street.

Norman Street, now in Enfield Street.

From Westland Street south 632 feet on map of "Vineland Terrace" filed June 10, 1903 by Edgar C. Linn and H. D. Whitney.

North Avenue.—See Windsor Street.

North Street.

Layout from Front Street to Windsor Street by voluntary dedication by E. J. and C. H. Main, August 19, 1863, James Goodwin, August 14, 1863, and Aner Sperry, August 12, 1863.

Final report accepted August 24, 1863.

North Beacon Street.—*Beacon Street.*

Farmington Avenue to Elizabeth Street.

Name changed from Beacon Street, September 24, 1901 to avoid complications in renumbering.

From Farmington Avenue to Cone Street opened and named *Beacon Street* by E. L. Kenyon, about 1870. Accepted April 23, 1901.

Cone Street to Fern Street opened by W. S. Lines, 1896; layout passed September 26, 1898.

Fern Street northerly to Elizabeth Street opened and graded by the City; layout as North Beacon Street accepted July 24, 1904.

North Front Street.—Front Street north of Pleasant Street.—*Soldier's Field Lane.*

North Huntington Street.—See Burton Street.

Named by Homestead Park Corporation, because it is in line with Huntington Street.

North Main Street.—See Main Street.

Applied to Main Street from Needham's corner opposite Morgan Street north to Albany Avenue. Before May 1898, applied also to Windsor Avenue.

North Market Street.—See Market Street.

In 1850 atlas of Hartford applied to Market Street north of Morgan Street.

North Meadow Street.—See Water Street.

North Road to Farmington.—See Asylum Street.

North Sheldon Street.—See Goodwin Street.

North Prospect Street.—See Winthrop Street.

Oak Avenue.—See Oak Street.

Oakland Terrace.—*Belle Avenue, Woodland Terrace.*

Named by Street Board at request of residents. Opened by E. L. Kinyon as Belle Avenue from Albany Avenue south to Railroad and map filed October 2, 1903. On map filed August 29, 1905 by Nevels Bros., called *Woodland Terrace* from Homestead Avenue north to Greenfield Street..

Layout from Albany Avenue to Homestead Avenue passed and name changed, April 15, 1907.

Oak Street.—*Oak Avenue.*

Layout from Park Street to Grand Street as *Oak Avenue* passed December 24, 1858.

Deeded to City by William W. House, October 29, 1856 (Vol. 96, Page 253). Extended to *Rifle*, now Capitol Avenue, September 29, 1863.

Olive Street.

Shown running west to Francis Avenue on map of Wm. Francis 2d addition.

Layout passed June 14, 1897 from Wellington Avenue to Bartholomew Avenue.

Olive Street.—See Douglass.

On map filed by George Kibbee and Henry T. Brown, no date, and by George Kibbie, 1873.

Oliver Street.

Named after Oliver Wolcott, Governor of Connecticut.

Dedicated by the Wolcott Heights Corporation by filing, March 14, 1899, and July 30, 1901, map of "Wolcott Heights"

on the northeast corner of New Britain Avenue and White Street, extending east to Hillside Avenue.

Orange Street.

On maps filed July 18, 1898, and August 28, 1899, by Geo. H. Day.

Layout, Park Street to the Boulevard, passed May 14, 1900.

Orchard Street.

Gangway about 21 feet wide from Windsor Street 260 feet south of Pleasant Street westerly.

In 1885, a petition was presented Court of Common Council to accept it as a public street. The petitioners were given leave to withdraw; on April 30, 1906, however, the layout was passed.

Orient Street.—See Grove Street.

Oriental Alley.

Deeded to Wm. W. Patton et al., by Aaron Clapp, dated June 6, 1853 (Vol. 87, Page 533). This deed grants to Patton a certain piece of land fronting on Ann Street and running with uniform width of five feet to High Street to be used for the purpose of a public passway by himself and all others. The deed continues: "and furthermore, it is provided that I, the said Clapp, shall fence said land forever free of expense to said Patton and others, which I hereby bind myself and my heirs and assigns to do."

Otis Street.

Named after Otis Warner, through whose land it was opened.

On map of W. H. Bulkeley filed June 23, 1899, and map filed April 6, 1901 by Bulkeley & Tredeau.

Layout from Franklin Avenue to Campfield Avenue approved April 25, 1905.

Extended to Maple Avenue by layout passed May 23, 1910.

Owen Street.

Named after Galusha Owen, through whose land it was opened.

Layout from Farmington Avenue southerly 610 feet approved January 26, 1886, but on account of informality in proceedings not accepted as a city street.

Oxford Street.

Named by E. L. Kenyon.

Dedicated Farmington Avenue to Cone Street by E. L. Kenyon about 1870.

OXFORD STREET.—*Continuea.*

Layout from Farmington Avenue southerly to Warrenton Avenue approved December 9, 1890.

Layout from Cone Street northerly to 391 feet north of Fern Street approved September 27, 1898.

Layout from Farmington Avenue to Cone Street approved April 23, 1901.

Layout from north of Fern Street to Elizabeth Street approved March 28, 1904.

Palm Street.

Named by E. A. Kenyon. Name suggested by a large white Pine which stands near the corner of Simpson and Palm Streets. (*c. f.* Kipling's "Recessional").

Dedicated by Fred A. Burnham and Elijah A. Kenyon by filing September 3, 1901, map of "Blue Hills Park," showing development of part of the Kenyon Farm west of the Gravel Hill Schoolhouse between Blue Hills Avenue and the Central New England Railroad.

Opened 159 feet south of Manchester Street by E. A. Kenyon by map filed April 26, 1910.

City layout, Burnham Street and Manchester Street passed November 14, 1910.

Pantry's Corner.—Blue Hills Avenue, corner of Albany Avenue.

Park Avenue.—See Norfolk Street.

Park Row.—See Elm Street.

On 1859 map of Hartford, applied to the part of Elm Street bordering Bushnell Park.

Park Side Road.—See Park Terrace.

Name used on map of Park Terrace from Park Street north to Orphan Asylum, filed September 23, 1907, by George H. Day.

Park Street.—*Malt Lane* west of Washington Street.—*Middle Road* or *Middle Road to Farmington.*

Named December 15, 1821, after South (now Barnard) Park, then the only Park in Hartford.

Deeds from Main Street to Washington Street from Ann Davan, J. T. Smith, T. Dodd et al., 1818 (Vol. 36, Page 337).

Layout from Washington Street, westerly, approved December 24, 1858. Widened Zion Street to Railroad in connection with Pope Park development, by layout passed May 10, 1897.

Park Terrace.—*Pope Park Highway No. 1.*

Layout from Capitol Avenue to Park Street as Pope Park Highway No. 1, passed December 14, 1896; extension from Park Street to Hamilton Street west of Hillside Avenue as highways Nos. 2 and 3, passed April 26, 1897. Present layout north of Park Street approved November 2, 1902; extended from Park Street to Hamilton Street August 13, 1906; discontinued from Hillside Avenue to Hamilton Street March 11, 1907.

Parkville Street.—See Amity Street.

Pavilion Street.

Named after pavilion on David Watkinson's property, called "The Pavilion" (located on northeast corner of Wooster and Pavilion Streets in 1850).

Opened by David Watkinson and on his map of 1858, extends from *Main Street*, now Windsor Avenue, east to the Railroad.

Layout from Windsor Avenue to Bellevue Street, passed January 25, 1892.

Formerly sometimes called *Mahl Avenue*, which is directly across Windsor Avenue.

Pavilion Street.—See Mahl Avenue.

Pawtucket Street.

Named by M. O'Neil who owned the land after the location of the Savings Bank which held the mortgage.

On map filed July 1, 1892 by the Providence County Savings Bank of Pawtucket, R. I.

Layout from Franklin Avenue to Maple Avenue approved November 14, 1893.

Pearl Street.—*Prison Street.*—*Road from Meeting House to Mill.*—

West of Trumbull Street called *Workhouse Lane*.

Named from Trumbull Street west, October 14, 1829.

Layout from Main to Trumbull Street accepted September 22, 1851.

Opened Trumbull to Ford, 1725. New layout with grade raised, accepted February 26, 1866.

Penfield Street.—See Putnam Street.

Pent Road.—See *Pine Street*, now Mather Street.

Pequot Street.

Named after the Pequot Indians.

Layout from North Front Street westerly 486.5 feet, approved June 27, 1889.

Pike Street.

Shown on Sidney A. Ensign's Parkville addition, filed in 1872 from Heath Street west beyond James Street, but not opened.

Pine Street.—See Mather Street.

Plainfield Street.

Named by City Plan Commission after Town of Plainfield, Conn. From Ridgefield Street to Blue Hills Avenue layout passed May 23, 1910.

Pleasant Street.—*Adams Street, Meadow Street.* From Village to Front, *Village Street.*

Name changed from *Village* to Pleasant Street, September 22, 1845.

Layout approved October 7, 1840.

Deeds Manna Case, November 16, 1841 (Vol. 71, Page 454).

Chester Adams, November 13, 1841 (Vol. 71, Page 453).

James Kelsey, November 10, 1841 (Vol. 71, Page 452).

Pliny Court.

Named for Pliny Jewell, who opened it from Niles Street north to Asylum Street in rear of property on west side of Sigourney Street.

Pliny Street.

Opened by Walter S. Mather and maps filed July 2, and August 8, 1897, approved June 29, 1897. Layout from Brook Street to Garden Street approved February 15, 1898.

Pope Park Highways.

Laid out as boundaries of, and part consideration for Pope Park, which they surround, and which was presented to the City by Colonel Albert A. Pope.

No. 1.—From Capitol Avenue, south to Park Street, layout passed December 14, 1896. Now Park Terrace, *q. v.*

No. 2.—From Park Street southerly to Zion Street, layout passed April 26, 1897. Now called Park Terrace and Summit Street, *q. v.*

No. 3.—From southerly portion of No. 2, southwesterly to Hamilton Street. Layout passed April 26, 1897. Now forms

the southerly end of Park Terrace, the part formerly lying west of the west line of Hillside Avenue, having been discontinued by vote passed March 11, 1907.

No. 4.—From Wellington Street, westerly, then northerly along the west bank of Park River to Park Street. Layout passed April 26, 1897.

No. 5.—From Putnam Street, westerly to Highway No. 1, layout passed December 14, 1896. Named Russ Street by layout passed February 25, 1907.

Portland Street.

Dedicated partly to west of present location by map filed about 1858 by David Watkinson.

Layout from Pleasant Street to Avon Street accepted October 28, 1872.

Potter's Lane.—See Potter Street.

Potter Street.—*Dutch Street.*—Originally *Potter's Lane.*—In 1850, *Potter's Street.*

Named after the potteries located on the street.

Straightened between Commerce and Front Streets, by deeds of Daniel Buck, 1840 (Vol. 62, Page 266). Apollos Sweetland (Vol. 62, Page 267). East of Commerce Street, see deed of E. Merritt, April 24, 1847 (Vol. 75, Page 398).

Pratt Street.

Named after John Pratt, through whose farm it was opened.

Deed of John and James Pratt to City, October 25, 1841 (Vol. 33, Page 186).

Preston Street.

Named after Mr. Preston, who opened it.

Layout approved January 24, 1894, Wethersfield Avenue to Franklin Avenue. On map of Wm. J. Preston et al., filed July 11, 1894.

Layout from Franklin Avenue to Maple Avenue approved May 11, 1897, part shown on Geo. Kibbie's map No. 3, filed 1873.

Prospect Avenue.—*Prospect Hill Road.*—*McKegg Road* south of Park Street.

Opened by Town, 1754, from Albany Avenue to Farmington Avenue. Deeds to Town of Hartford, September 5, 1862, by George Flagg (Vol. 108, Page 560). Nathan Gilbert (Vol. 108, Page 562). James McKegg (Vol. 108, Page 561). Horace K. Seymour (Vol. 108, Page 558). Samuel Stearns (Vol. 108, Page 559).

Prospect Hill Road.—See Prospect Avenue.

Prospect Street.

Laid out in 1788 by City.

(See Vol. 20, Pages 577, 578, 579).

Prison Street.—See Pearl Street.

Probably named on account of county jail at corner of Jewell Street.

Putnam Heights.

Named by George Mortson, who built the tenements.

Layout from Putnam Street to Park Terrace approved April 25, 1905.

Putnam Street.—*Penfield Street.*

Laid out from Park Street to *Baker Street*, now Ward Street, March 24, 1862.

Voluntary dedication by O. D. Seymour and S. E. Marsh, March 17, 1862.

On Penfield's map of Subdivision of the Babcock farm, 1873.

Layout from Park Street to Capitol Avenue approved April 29, 1879. Name changed from *Penfield* to Putnam Street, August 27, 1878.

Putnam Terrace.—See Mortson Street.

Pynchon Avenue.—Ancient Highway over Rocky Hill, discontinued December 8, 1907 and replaced by College Terrace q. r.

Queen Street.

Layout from Broad Street to Flower Street approved June 11, 1865.

Railroad Place or Square.—See Union Place.

Railroad Row.—See Spruce Street.

Raymond Street.

Named after Oliver H. Raymond, who opened it through his land.

From Vine Street to *Grant*, now Edgewood Street, on map filed July 21, 1898. Layout approved January 14, 1902. Opened from Vine Street, easterly to *Bolton Street*, now called Middlefield Street, by maps filed February 18, and April 25, 1908, by The Builders Realty & Improvement Company.

Raymond Street.—See Middlefield Street.

Regent Street.

Named by Horace W. Fox.

Opened, Warrenton Avenue to the Boulevard by H. A. Fox.

Retreat Avenue.—*South Road to Farmington.*

Named from Hartford Retreat for the Insane.

Ancient Highway, part of old south road to Farmington.

New street line from Washington Street easterly, accepted October 10, 1870.

Rice Court.

Passway from Main Street southerly 200 feet just east of Railroad tracks.

Ridgefield Street.—*Woodland Street.*

Named in 1908 after the Town of Ridgefield and because it lies on a ridge overlooking the open fields in Keney Park. Known when first opened as Woodland Street, because it is the practical continuation of it from Greenfield Street to Holcomb Street.

Laid out by Keney Park Trustees, so that houses should face the Park. City layout passed April 27, 1908.

Ridgewood Avenue.

From Maple Avenue to Campfield Avenue on map of "Parkway Heights" filed September 1900, by New England Development and Improvement Company.

Rifle Avenue.—See Capitol Avenue.**Risley Street.**

Laid out in Town of Hartford, probably about 1870, between Garden and Barbour Streets. Opened only between Martin and Barbour Streets. Extension, Martin Street to Garden Street shown on map filed July 23, 1909 by Mrs. E. L. Risley Hyde.

Riverside Street.

Named on account of location close to Park River.

In Nook Farm, opened by George Hooker and Francis Gillette.

Laurel Street easterly to Woodbine Street. Layout approved June 13, 1894.

Rock Street.—See Allen Place.**Rodney Street.**

Named by Horace W. Fox.

Opened by H. W. Fox from Warrenton Avenue to the Boulevard.

Roger Street.

Named after Roger Wolcott.

From White Street to Oliver Street dedicated by the Wolcott Heights Corporation by filing, March 14, 1899 and July 30, 1901, map of "Wolcott Heights" on the northeast corner of New Britain Avenue and White Street extending east to Hillside Avenue.

Layout passed April 19, 1909.

Roosevelt Street.

Named after President Roosevelt by J. Monroe Deming.

On map of Porter and Deming, filed April 5, 1899; also map of T. Charles Tredeau, September 28, 1900.

Layout from Wethersfield Avenue to Franklin Avenue approved February 21, 1899.

Rose Street.

Layout from Bartholomew Avenue to Wellington Avenue approved June 15, 1897.

On map of Wm. Francis 2d addition.

Rosllyn Avenue.—*Capital Avenue.*

Opened from New Britain Avenue southerly to Westphal, Wallach and Zweigartt and map filed 1873. Name changed and connected with Birks Place on map of "Hollywood" filed August 24, 1900 by Bras d'Or Land Company.

Roxbury Street.

From Fairfield Avenue east and beyond Henry Street dedicated by New England Development and Improvement Company by filing, May 15, 1901, map of "Trinity Heights Tract," on southeast corner of New Britain and Fairfield Avenues.

Rowe Avenue.

Named after Allen H. Rowe, who opened it through his land.

Layout from Park Street northerly about 1500 feet to about 100 feet north of Capitol Avenue extension, approved August 24, 1897, in accordance with map of A H. Rowe, filed April 9, 1896.

Russ Street.—*Pope Park Highway, No. 5.*

Named after Charles J. Russ.

Layout from Lafayette Street to Lawrence Street approved September 29, 1863.

Extension to Babcock Street on Penfield's map of Babcock Farm, filed 1873, approved June 9, 1874. Extension to Park Terrace opened as Pope Park Highway No. 5; re-located and name changed by layout passed February 25, 1907.

Russell Street.

Named after John Russell by Gurdon Russell who owned land when street was opened.

Layout from Windsor Avenue easterly accepted in City Meeting December 24, 1858. Extension easterly to Windsor Street, approved March 13, 1866.

Salem Street.

Named by City Plan Commission after Town of Salem, Conn. On map of Freeman Seymour estate with no name.

Layout from Maple Avenue to Fairfield Avenue passed April 19, 1909.

Salisbury Street.

Named by E. A. Kenyon, after the native town of his daughter-in-law, Mrs. Frederick H. Kenyon.

Layout from Manchester Street to Burnham Street, as suggested by City Plan Commission, ordered published July 11, 1910.

From Manchester Street to Tower Avenue on map of Kenyon Heights, filed April 26, 1910 by E. A. Kenyon.

Sampson Street.

Named after Admiral Sampson by Jos. P. Tuttle.

Brook Street east to Cemetery shown on maps filed July 2, and August 8, 1897, by Walter S. Mather. No city layout.

Sanford Street.

Layout from Windsor Avenue easterly to N. Y., N. H. & H. R. R. approved November 28, 1870.

Deed of J. B. Green, November 14, 1870 (Vol. 133, Page 467).

Sargeant Street.

Part of old town farm. On map filed October 21, 1885.

Layout from Garden Street to Woodland Street approved March 16, 1892.

Scarborough Street.

Named after Jared and Luther Scarborough.

Laid out by town committee, February, 1754. Layout from Asylum Avenue to Albany Avenue approved May 25, 1880. Widened to new lines as Parkway, 1908-9 by Rev. Francis Goodwin.

School Street.

Named for Washington Street District School at corner of New Britain Avenue. Opened by Elmer Clark through land of George Clark 3d as a private passway.

Layout from Washington Street to Broad Street approved June 28, 1904.

School Street.—See Arch Street; also Hopkins Street.

School Fund Road.—See Whitman Court.

Second Place.

West from James Street in S. A. Ensign's map of Parkville Subdivision 1872. Abandoned.

Sequassen Street.—*South Meadow Highway No. 5.*

Named by Samuel Colt after "Sounckquasson, Sachem of Suckhaig, alias Hartford," who conveyed the land now within the City of Hartford about 1636, by the first Indian deed, afterwards lost, and who is thus referred to in the second deed from the tribe, signed February 3, 1671.

Laid out as one of the South Meadow Highways, from Van Dyke Avenue to Hendrixen Avenue; accepted in City Meeting March 19, 1860.

Seymour Street.

Named after Oliver D. Seymour whose property it cut.

Layout from Park Street to Retreat Avenue, approved January 13, 1862.

H. R. Tryon's Deed (Vol. 107, Page 366).

Seymour Avenue.—See Julius Street.

Seyms Street.

Named after Robert and John Seyms.

Layout from *Main Street*, now Windsor Avenue, to Green Street, approved July 24, 1866.

Layout discontinued from Center Street to Green Street, January 15, 1867.

Shaving Lane.—See South Prospect Street.

Sheldon Avenue.—See Kennedy Street.

Sheldon Street.—*Water Street.*—*Oak Street.*—*Vredendale Avenue.*

Ancient Highway along south bank of Little River.

Layout from Main Street to McLaughlin's Shop passed July 7, 1851. Layout from Governor Street to Commerce Street passed October 23, 1854. East of Governor Street, opened as part of Colt's dyke as laid out July 13, 1854 by layout passed January 31, 1859. Name was changed from Vredendale Avenue, March 26, 1900.

Sherman Street.

Layout from Farmington Avenue northerly 1000 feet approved May 13, 1879.

Shultas Place.

Named after James B. Shultas.

From Wethersfield Avenue to 150 feet west of Franklin Avenue opened by Mrs. Jacob Knous and map filed November 14, 1898.

Layout from Wethersfield Avenue to Franklin Avenue approved January 10, 1899.

Opened by A. L. Hills and Thos. Stafford to Maple Avenue and map filed November 4, 1902.

Sigourney Street.

Named after Mrs. Lydia Huntley Sigourney.

Layout from Capitol Avenue to Farmington Avenue passed November 9, 1863. From Farmington Avenue to Asylum Avenue, accepted July 14, 1862.

Dedicated F. R. House and Wife (Vol. 110, Page 148), George Beach et al., exr., July 12, 1862.

Layout from Asylum Avenue to Collins Street accepted November 11, 1867.

Extension from Collins Street to Ashley Street approved November 22, 1889. From Ashley Street to Sargeant Street approved November 22, 1892; from Sargeant Street to Albany Avenue opened, and graded north of Railroad by Homestead Park Corporation and shown on map filed April 19, 1900; bridge built and City layout passed November 27, 1899.

Simpson Street.

Named by Mr. Kenyon, after his brother-in-law, Albert L. Simpson, who superintended the development of the tract.

Dedicated by Fred A. Burnham and Elijah A. Kenyon, by filing September 3, 1901, map of "Blue Hills Park" showing development of part of the Kenyon farm west of the Gravel Hill Schoolhouse between Blue Hills Avenue and the Central New England Railroad. City layout, Hartland Street to Palm Street, passed November 14, 1910.

Sisson Avenue.—*Town Highway known as Hubbard Avenue or Hubbard Street.*

Named after A. L. Sisson, who built a large brick house and lived on the avenue. City layout passed October 10, 1898.

Deeded to Town as *Hubbard Street*. See deeds of Samuel Hubbard et al., January 18, 1866 (Vol. 120, Pages 74, 75, 76).

Skinner's Road.—See Windsor Street.

Smith Street.

Named after William B. Smith, whose farm was cut by this street.

On Sidney A. Ensign's map of Parkville Subdivision, 1872.

Layout from Park Street to Farmington Avenue approved November 22, 1892.

Smith Street.—Now High Street.

So named in Nathaniel Goodwin's survey of 1824

Smith Street.—Now Whitney Street from Farmington Avenue to Cone Street.

So named in Kenyon's subdivision of land between Girard and Prospect Avenues.

Soldiers' Field Lane.—See Front Street.**South Ann Street.**—*Brinley Court.*

Deeded by William H. Imlay, March 27, 1854.

South Meadow Highways.

In accordance with Colonel Samuel Colt's plans for developing the meadows surrounded by the Dyke, the Court of Common Council published the layouts of highways as proposed by him. Some of the streets were later given other names, and the layouts completed. Others were never legally opened, and in at least one case, the locations were changed. The "Dyke Roads," as proposed July 7, 1854, were: 1st, Charter Oak Avenue; 2d, A street near Taylor Street from Commerce Street south to Charter Oak Avenue; 3d, Sheldon St., from the foot of Commerce Street, along the River to Charter Oak Avenue; 4th, Van Dyke Avenue from Charter Oak Avenue south to City Line (at foot of Wawarme Avenue); 5th, Eastern part of Wawarme Avenue; 6th, Wawarme Avenue from the angle westerly to Wethersfield Avenue, nearly parallel to and 500 feet north of the south line of the City (Records of Council, Vol. 1, Page 149).

As later adopted, December 7, 1857, the Dyke Roads were numbered 1st, from Charter Oak Avenue northwesterly along Mill River to Governor Street (Sheldon Street); 2d, Van Dyke Avenue, from Charter Oak Avenue to Wawarme Avenue; 3d, The eastern part of Wawarme Avenue; 4th, Wawarme Avenue from the angle west to Wethersfield Avenue.

The Roads inside the Dykes were accepted in City Meeting, March 19, 1860, under the following numbers:

1. Hendrixen Avenue. 2. Wyllys Avenue. 3. Masseck Street.

4. Weehassat Street. 5. Sequassen Street. 6. Highway not named (see Nepaquash Street). 7. Van Block Street (or Avenue). 8. Huyshope Avenue. 9. Highway not named between carpenter and blacksmith shops (Vredendale Avenue). See Council Records August 10, 1858 for Nos. 2, 3, 4 and 9 and August 23, 1858 for Nos. 1, 5, 6 and 7.

South Street.—*Summer Street.*—*Back Lane.*

Formerly a part of Back Lane.

Layout from Wethersfield Avenue to Maple Avenue approved November 27, 1872.

South Forest Street.—See Arbor Street.

Southbury Street.—*Ashton Terrace.*

Named after Town of Southbury, Conn.

Name changed February 10, 1908, because of confusion with Ashton Street.

Layout passed April 20, 1903. Opened by West End Land Company by filing map, May 25, 1898.

South Hudson Street.—*Tisdall Street.*

On map of the Cogswell Lot as subdivided by Samuel Hamilton, April 1, 1853, is called Tisdall Street.

Layout from Jefferson Street to Retreat Avenue approved September 14, 1880.

South Laurel Street.—See Hillside Avenue.

South Marshall Street.

Extension of Marshall Street southerly 475 feet from Farmington Avenue. Layout passed November 22, 1909.

South Prospect Street.—*Thatcher's Lane* and later, *Treat Street.*—*Shaving Lane.*

Deed of O. B. and J. Moore, December 12, 1851 (Vol. 84, Page 67).

Layout from Sheldon Street to Charter Oak Avenue completed and accepted April 10, 1854.

South Walnut Street.—See Wadsworth Street.

South Winthrop Street.—See Goodman Place.

South Woodbine Street.

Opened by Philip Zimmerman.

Layout from Riverside Street southerly to Park River approved April 16, 1901.

Southland Street.*Abandoned.*

On map filed about 1872 by Cornelius A. Lincoln showing and
width of South Street opposite George Street.

Spring Street.

Asylum Street to Myrtle Street, opened in 1845 by Deeds of
John A. Taintor (Vol. 72, Page 362), Daniel Burr (Vol.
72, Page 363) and Charles Collins (Vol. 83, Page 511).

Spruce Street.—Railroad Row.

Layout from Asylum Street northerly about 1150 feet to Gully
Brook approved August 26, 1860.

Deed of S. W. Goodridge et al., 60 feet wide, 550 feet in length
April 18, 1859.

North of Church Street occupied by Railroad, but never discon-
tinued.

Squire Street.

From Park Street to Ward Street, city layout passed April 21,
1902. Opened about 1856.

Stafford Street.

Named by Mr. Halliday, after Town of Stafford, Conn.

Shown in line with Birk's Place from Newington Avenue west-
erly on map of "Woodlawn Park," filed May 24, 1909, by
Ernest C. Halliday.

Standish Street.

Opened from Wethersfield Avenue to Fairfield Avenue as right
of way for sewer. Layout passed March 25, 1872. Ex-
tension from Franklin Avenue to George Street on Kibbe's
third addition, filed January 12, 1898, accepted by layout
passed February 20, 1899.

Stanwood Street.—Holly Avenue.

Named after middle name of H. S. Atwood.

Opened as *Holly Avenue* from *College*, now Montrose Avenue
westerly to beyond City Line by Westphall, Wallach and
Zweigartt by map filed 1873. Name changed on new map
filed August 24, 1900 as *Hollywood* by the Bras d'Or Land
Company and extension opened and named previous to this
by survey of Henry S. Atwood, east of Newington Avenue
through his farm.

State Street.

Named for the Old State House, which faced the east before the
Post Office was built.

From the Square to Front Street, Ancient Highway.

Layout from Front Street to Connecticut River, December 27, 1800.

Stedman Street.

Named by T. Charles Tredeau, after statue of Griffin A. Stedman. On map of Bulkley & Tredeau, filed April 6, 1901.

Layout from Adelaide Street to Barker Street approved March 24, 1903.

Sterling Street.

Named by Edward F. Kenyon, after Town of Sterling, Conn.

Layout, Albany Avenue to Homestead Avenue, passed September 13, 1909.

Stowe Street.—See Capitol Avenue.

Suffield Street.

Named for Town of Suffield, Conn.

Layout from *Main Street*, now Windsor Avenue, east to the New Haven, Hartford and Springfield Railroad, passed March 24, 1873.

Summer Street.—See South Street.

Summit Street.

Name derived from location.

Layout from New Britain Avenue northerly to Capitol Avenue approved May 12, 1875.

That part of Summit Street lying between Zion Street and Capitol Avenue discontinued October 9, 1895. See Street Commissioners' final report, 1902.

Extension from Zion Street to Park Terrace passed August 13, 1906.

Sumner Street.

Named after Dr. George Sumner.

Deed of F. J. Huntington, March 19, 1860 (Vol. 102, Page 412).

Accepted in City Meeting, March 19, 1860.

Symsbury Road.—See Bloomfield Avenue.

Talcott Mountain Turnpike.—See Albany Avenue.

Talcott Street.

Named after Governor Talcott.

Deed of Samuel Talcott, November 19, 1761 (Vol. 10, Page 63)

TALCOTT STREET.—*Continued.*

for a piece of land two rods wide from northeast corner of his house to Main Street.

Widened four feet four inches southerly by deed of James and Mary Watson, October 2, 1800 (Vol. 22, Page 97).

Tanner Street or Lane.—See Elm Street.

Taylor Street.

Named after Edwin Taylor, who owned and operated the lumber mill on the whole west side of the street.

Layout from Charter Oak Avenue to Sheldon Street approved April 30, 1902.

Temple Street.—*Bachelor Street.*—*Division Lane or Street.*—*Theater Street.*

Name changed from *Theatre Street* to Temple Street, October 5, 1824.

Laid out September 24, 1788; changed and accepted in City Meeting, November 6, 1821.

Deed of Captain Daniel Phelps, March 28, 1785; accepted May 2, 1785 (Vol. 16, Page 379).

Thatcher's Lane.—See South Prospect Street.

Theatre Street.—See Temple Street.

Thrall Street.—See Girard Avenue.

Tisdall Street.—See South Hudson Street.

Torwood Street.

Named by Mrs. Freeman W. Seymour. "Torwood" was a beautiful estate in Scotland, a favorite of her grandfather's who named his own farm in Vermont after it, and the street is named in memory of both places.

On map of Freeman Seymour estate.

From Freeman Street to Salem Street. Layout passed April 19, 1909.

Tower Avenue.—*Tower Street.*—*Tower Lane.*—*Dee Lane.*

Opened and named east of Blue Hills Avenue by Judge Heman H. Barbour; named probably on account of the view of the old Talcott tower on the mountains to the west. Opened by the order of the Superior Court, partly through the Town of Bloomfield.

Laid out, Blue Hills Avenue west, February, 1754, three rods wide; Highway No. 35 (Vol. 8, Page 2).

City layout approved from Windsor Avenue to Blue Hills Avenue, April 19, 1904.

Town Hill Street.—See Asylum Street.

Town House Lane.—See Ashley Street and Garden Street.

Townley Street.

Named after

Layout from Willard Street to Atwood Street approved November 14, 1871.

Deed of Henry French, July, 1871 (Vol. 136, Page 636).

Treat Street.—See South Prospect Street.

Tremont Street.

Named after Tremont Street, Boston.

Dedicated about 1870 from Farmington Avenue to Cone Street by E. L. Kenyon, but closed and not reopened until 1907.

Layout from Farmington Avenue to Warrenton Avenue approved April 22, 1890.

Trinity Street.—College Place.—Bliss Street.—Upper Mill Street.

Road to the upper mill, i. e., Imlay's Mill

Named after Trinity College. Name changed, March 22, 1852.

Ancient Highway. Laid out by Court of Common Council, 1849 straightened by Park authorities between River and Elm Street when arch was erected in 1885.

Trumbull Street.—Back Street or Lane.

Probably named after Governor Trumbull.

Ancient Highway.

Deed of John and James Pratt, June 14, 1814 (Vol. 33, Page 186).

Union Place.

Named after the Union Depot used by the N. Y., N. H. & H. R. R., Hartford, Providence, & Fishkill R. R., and Conn. Valley R. R.

Deeded to City of Hartford by N. Y., N. H. & H. R. R. Co.

Layout from Church Street southerly to R. R. land on east side approved November 16, 1871.

Layout of extension to Asylum Street approved September 12, 1882. Quit claim deed from N. Y., N. H. & H. R. R. Co. to City, January 25, 1872 (Vol. 137, Page 612).

Union Street.

Layout from Charter Oak Avenue to Sheldon Street approved April 12, 1862.

Extension from Charter Oak Avenue southerly to Wyllis Street approved May 11, 1897.

Union Street.

Shown from Albany Avenue southerly about 50 feet east of Lumber Street, so called, on map of "Meeks' Building Lots," filed August, 1863, but conveyed to Railroad October 12, 1863 (Vol. 112, Page 629).

Uppill Street.

Passway from Blue Hills Avenue to Keney Park, 800 feet south of Holcomb Street.

Valley Street.

Named for Connecticut Valley Railroad.

Layout from Ferry Street to Kilbourne Street passed May 26, 1873. Obliterated by approaches to Hartford Bridge.

Vanblock Avenue.—South Meadow Highway No. 7.

Named by Colonel Colt for the Dutch navigator, Adrian Block, who built the yacht Onrust, which vessel made the first voyage up the Connecticut under command of his Lieutenant Hendrixen when the site of Hartford was discovered.

Opened by City from Wawarme Avenue to Wyllis Street through land of Samuel Colt, by layout passed August 23, 1858; extension from Sequassen Street northerly to Charter Oak Avenue approved March 25, 1873.

Van Dyke Avenue.—South Meadow Highway.

Named by Colonel Colt after the first commander of the Dutch Fort Good Hope, at Hartford, Guysbert Van Dyke.

Layout passed by City December 7, 1857, from Wawarme Avenue to Charter Oak Avenue through land of Samuel Colt.

Vernon Street.—Zachary Lane.

Named by Mrs. John Allen after the "Mount Vernon Papers," written by Edward Everett and published in the *New York Ledger* early in the sixties. Name changed from Zachary Lane to Vernon Street, July 16, 1861.

Ancient Highway.

Layout 60 feet wide from Washington Street to Zion Street, approved March 13, 1866.

Victoria Road.

Named after Queen Victoria by H. E. Alderson.

Opened and graded by Slocum & Alderson and map of "Belgravia" filed April 19, 1901.

Layout, Wethersfield Avenue to Franklin Avenue passed December 27, 1900.

Village Street.—Ancient Highway called *Meadow Lane*.

Deed of S. Tuttle, September 17, 1828; D. Watkinson, May 5, 1829; B. Fowler, Jr., October 27, 1840 (Vol. 71, Page 89) Edward Bolles, October 26, 1841 (Vol. 71, Page 457); D. W. Clark, November 3, 1841 (Vol. 71, Page 91); A. C. Boardman et al., February 2, 1842 (Vol. 71, Page 455); James Church, November 22, 1841 (Vol. 71, Page 90).

Village Street.—See Pleasant Street.

Vine Street.

Town Highway. Lines rectified and City layout passed June 13, 1898.

Vredendale Avenue.—*South Meadow Highway No. 9.*—See Sheldon Street.

Named by Colonel Colt, probably after a plantation called Vredendale, belonging to a Dutch navigator named DeVries, who visited the Dutch fort in Hartford, in June, 1639.

Layout from Sheldon Street to Charter Oak Avenue, by City through land of Samuel Colt, partly as Dyke Road No. 1, and, south of Charter Oak Avenue, as South Meadow Highway No. 9, passed August 10, 1858; name of part north of Charter Oak Avenue changed to Sheldon Street, March 26, 1900.

Wabash Street.

From Franklin Avenue 460 feet north of City Line westerly about 1300 feet. Old cut up of property.

Wadsworth Street.—*South Walnut Street.*—*Walnut Street.*

From Park Street to Buckingham Street.

Deeded to City by David Watkinson and Charles Wells, June 3, 1851 (Vol. 86, Pages 44 and 45); accepted July 14, 1851.

Wadsworth Alley or Lane.—See Atheneum Street.

Walnut Street.—See Wadsworth Street.

Walnut Street.

Named for Goodwin's Woods, through or near which it was opened.

Layout from High Street westerly to Edwards Street accepted September 2, 1850.

Deeds of B. W. Bull, G. Hastings, Lewis Sheldon, and R. Arnold, May 29, 1850 (Vol. 76, Page 376).

Extension westerly to Garden Street approved July 26, 1864.

Wallach Avenue.—See Hollywood Avenue.

Ward Place.

Opened by John P. Harbison, and named after his first-born son.
Layout from Zion Street westerly to *Laurel Street extension*,
now Hillside Avenue, approved November 19, 1894.

Ward Street.—*Baker Street* or *Baker's Lane*.—Road by John Seymour's.

Named for Colonel James Ward, State Commissary General,
1812-1856, whose land was cut by the street.

Laid out by Town Committee, February, 1754.

City layout and change of name from *Baker Street* to Ward
Street approved March 28, 1871.

Extended from Zion Street to Park Terrace by George Mortson
and layout passed March 5, 1906.

Warren Street.

Layout from Bellevue Street easterly to Windsor Street ap-
proved February 28, 1888.

Warner Street.

Named after Otis Warner, through whose land it was opened.

Layout from Franklin Avenue westerly 578 feet, approved Feb-
ruary 15, 1887.

Warner Street Extension.

Private way 400 feet east from Franklin Avenue opposite Warner
Street.

Dedicated by map filed January 19, 1899, by S. H. Barbour.

Warrenton Avenue.—*Hawthorne Street*.

Layout from Prospect Avenue to Smith Street on map of Loomis
& Woodruff addition, 1872; approved June 15, 1897.

Extension to Sisson Avenue approved February 13, 1900.

Washington Street.—*West Street*.—*South Road to Farmington*.

Named after President Washington.

Ancient Highway; originally included Lafayette Street; between
1889 and 1891 included Webster Street.

Layout accepted by City Meeting, December 12, 1827, from
Capitol Avenue southerly.

Washington Street*.—See Lafayette Street and Webster Street.*Water Street.—*North Meadow Lane*.**

From Front Street at foot of Pleasant Street northeasterly into
the North Meadows.

Deeds of proprietors of North Meadow, March 2, 1801.

Discontinued east of Front Street, August 30, 1904.

Water Street.—See Sheldon Street, from Main Street to Governor Street.

Waverly Street.

Named and opened by Sidney A. Ensign and map filed, 1870.
Layout from Love Lane northerly to Keney Park approved May 11, 1897.

Wawarme Avenue.—*South Meadow Dyke Road Nos. 5 and 6.*

Named by Colonel Colt after Wawarme, one of the signers of second deed, (February 3, 1671), by the Indians to the Town of Hartford, who is called therein "Wawarme the sister and only heire of Sunckquasson;" elsewhere called "Sounckquasson, Sachem of Suckhaig, alias Hartford."

Layout by City from Wethersfield Avenue to Van Dyke Avenue through land of Samuel Colt, 1861.

Wechassat Street.—*South Meadow Highway No. 4.*

Named by Colonel Colt after one of the signers of second deed to Town of Hartford from the Indians, called in the deed, "Wehas a tucks" or "Wehassatux, squa."

Layout by City from Van Dyke Avenue to Hendricksen Avenue through land of Samuel Colt. Discontinued January 29, 1869, from Van Dyke Avenue to Huyshope Avenue.

Webster Street.—*Leet Street.*

Named after Walter Webster.

Name changed to Washington Street, May 15, 1889.

Name of Webster Street restored April 29, 1891.

Town Highway, straightened and made 54 feet wide by deeds of William Webster, March 26, 1858 (Vol. 97, Page 322); Isaac G. Allen, March 26, 1858 (Vol. 97, Page 240); John Barnard (Vol. 97, Page 240).

Wellington Avenue.—See Wellington Street.

Wellington Street.—*Wellington Avenue.*

Layout from Hamilton Street to Olive Street approved August 26, 1890.

On map of Wm. Francis' 2d addition extends as *Wellington Avenue* both north and south to the river.

Welles Avenue.—See Linden Place.

Wells Street.—*Maiden Lane.*—*Mill Street.*

Ancient Highway; deeded to City, 1798. See also Lewis Street.

Name changed from Mill Street to Wells Street, 1860, after Dr.

Wells, who lived at the southwest corner of Lewis and Pearl Streets. Name of Wells Street from Pearl Street to

WELLS STREET.—*Continued.*

Gold Street changed to Lewis Street, 1883, after Lewis Rowell, who lived on the west side about three houses south from Pearl Street.

Wells Street.—See Lewis Street.

Westbourne Parkway.

Named by Keney Park trustees.

Opened and graded from Ridgefield Street to Albany Avenue by Keney Park. Layout passed April 19, 1909.

Westland Street.—*Love Lane.*

Formerly crooked, including the present Love Lane.

Named after William D. Westland.

Layout, Windsor Avenue to Garden Street by Town. City layout, *Main Street*, now Windsor Avenue to Vine Street approved June 15, 1892.

From Garden Street to Vine Street laid out by Town, see deed of W. D. Westland to Town. E. L. Kenyon and Seth Kenyon, December 29, 1872 (Vol. 145, Page 268).

West Street.

Named, because when it was opened it was west of the settled part of the City.

Layout from Capitol Avenue to Elm Street accepted October 28, 1861; layout from Capitol Avenue to Buckingham Street, see deed of J. B. House to H. A. Wells, December 27, 1842, (Vol. 64, Page 259).

Widened Capitol Avenue to Buckingham Street by new layout passed June 27, 1904.

West Street.—See Green Street and Washington Street.

Wethersfield Avenue.—*Wethersfield Road.*

Ancient Highway.

Layout from Main Street southerly to City Line 80 feet wide, passed August 30, 1854; layout extended from old City Line to present City Line, 1873.

White's Court.

West from *Union Street*, *q. v.* on maps of "Week's Building Lots," filed August, 1863.

White Street.

Named after Samuel H. White, who owned northwest corner of Fairfield Avenue and White Street.

Layout from Fairfield Avenue to New Britain Avenue approved November 29, 1899. Extension easterly to Maple Avenue

WHITE STREET.—*Continued.*

opened 1899 as on map of "Parkway Heights," filed September, 1900 by New England Development and Improvement Company. City layout of this part passed March 11, 1901.

Whitman Court.—*School Fund Road.*

Layout from Capitol Avenue to Buckingham Street. (?)

Whitmore Street.

Dedicated by George Kibbe, 1872, by filing map at Town Clerk's Office.

Layout from Franklin Avenue to Maple Avenue, approved March 27, 1888.

Whitney Street.—*Smith Street.*

Named after Amos Whitney; opened as Smith Street by E. L. Kenyon about 1870.

Layout from Farmington Avenue northerly to Cone Street approved November 9, 1897; extension from Cone Street to Fern Street approved September 12, 1899; extension northerly to Asylum Avenue along easterly edge of Elizabeth Park opened and graded by City. Layout passed February 27, 1904.

Wilbur Avenue.

Named after M. J. Wilbur.

From New Britain Avenue north to Park River opened by map filed October 3, 1908, by M. J. Wilbur.

Willard Street.

Named after Asaph Willard, who owned the land adjoining.

Layout from Asylum Avenue to Collins Street approved July 13, 1868.

Williams Avenue.—See Hopkins Street.

Williams Street.—*William's Street.*

Named after T. S. Williams (?)

Graded by City, 1870.

Shown on city map of 1850 from Albany Avenue south to Gully Brook.

Willow Street.

Named by Francis Gillette and George Hooker, who opened it within Nook Farm. Layout from Capitol Avenue to Laurel Street accepted September 24, 1894.

Wilson Street.

Named after J. Wilson Allen.

Layout from Zion Street westerly about 1375 feet, accepted June 10, 1884; extension westerly to Park River approved June 27, 1899.

Winchester Avenue.

Named by Henry D. Whitney, after the street in New Haven.

On map of "Vineland Terrace," from Vine Street easterly, parallel to Westland Street, to *Norman*, now Colchester Street, filed June 10, 1903 by Edgar C. Linn and H. D. Whitney.

Windsor Avenue.—*Windsor Road.*—Until May, 1898, *North Main Street* or *Main Street* above the Tunnel.

Named after Town of Windsor.

Layout approved October 23, 1854.

Deed of A. W. Birge and Wife, March 3, 1857 (Vol. 98, Page 64); accepted at City Meeting, April 20, 1857.

Windsor Road.—See Windsor Avenue.

Windsor Street.—*North Avenue.*—*Skinner's Road.*

Opened by David Watkinson.

Layout from corner of Main and Village Streets northerly, accepted April 20, 1829. Layout from Pleasant Street to Avon Street deeded to the City by David Watkinson's estate, March 22, 1862 (Vol. 109, Page 136); accepted March 25, 1862; layout from Canton Street to Sanford Street approved February 13, 1873; extension from Sanford Street to Windsor Avenue approved May 26, 1903, and graded by city.

Winship Street.

Named after William Winship.

On Geo. Kibbe's map No. 3, filed in 1873.

Layout from Brown Street to Preston Street approved June 15, 1897.

Winter Street.

Layout from Green Street to Brook Street by James Nichols; from Green Street westerly approved by Council, June 13, 1864.

Winthrop Street.—*North Prospect Street.*

Layout from Pleasant Street north to land of R. R. Company, accepted by Court of Common Council, July 24, 1854.

Wintonbury Road.—See Blue Hills Avenue.

Wolcott Street.

Opened from Park Street to Ward Street about 1856.

City layout passed April 21, 1902.

Woodbine Street.

Opened within the Old Nook Farm by Francis Gillette and George Hooker.

Layout from Capitol Avenue to Riverside Street approved May 16, 1883.

Woodbridge Street.

Named after Sheldon Woodbridge, who owned land at the north end, and opened by him between 1855 and 1859.

City layout, Sheldon Street to Charter Oak Avenue, passed June 27, 1887.

Woodland Street.—*Greenwood Street.*

Probably named by Professor Henry Camp, who built the first house there when it was largely wooded land.

Layout as *Greenwood Street* from Asylum Avenue to Albany Avenue, accepted in Town Meeting, September 22, 1859. See deeds from Wm. L. Collins, Jas. Goodwin, Junius S. Morgan, Jas. Morgan Est., Henry B. Camp, and Joel Holcomb.

Layout from Asylum Avenue to Farmington Avenue as *Woodland Street* approved August 15, 1862.

Extension to Greenfield Street opened as entrance to Keney Park, and layout passed April 27, 1908; opened to Holcomb Street by Keney Park Trustees, but name changed to Ridgefield Street, *q. v.*, when accepted by the City.

Woodland Terrace.—See Oakland Terrace.

Woodruff Street.

From Garden Street west 350 feet about 375 feet north of Capen Street. Privately opened prior to 1896. Not accepted.

Extension west to Vine Street proposed 1910, by Nevels Brothers as Edgewood Street.

Wooster Street.

Layout from Canton Street to Pavilion Street accepted March 25, 1862.

Deeded to City by David Watkinson Estate, March 22, 1862 (Vol. 109, Page 136) and shown on his map of 1858.

Layout from Pavilion Street to Suffield Street approved August 23, 1869.

Workhouse Lane.—See Pearl Street.

Wyllis Avenue.—See Wyllis Street

Wyllis Street.—*Governor Street.*—*Cole Street.*—*South Meadow Highway No. 2, Wyllis Avenue.*

Named after Governor George Wyllis.

From Congress Street to Wethersfield Avenue layout as *Governor Street* passed August 13, 1855.

From Main Street to Governor Street, layout as a part of *Governor Street*, passed December 23, 1861. Formerly *Cole Street* and anciently the road to Wethersfield.

From Governor Street to Charter Oak Avenue, layout passed September 13, 1869. From Charter Oak Avenue westerly to Hendrixen Avenue, projected by Colonel Colt as *South Meadow Highway No. 2*, and accepted in City Meeting, March 19, 1860 as *Wyllis Avenue*, but not opened on account of opposition from land owners.

York Place.

Dedicated from City Line east 200 feet by map of Hollywood, filed August 24, 1900, by Bras d'Or Land Company.

Street is in line with Bristol Street.

York Street.

Named by George Mortson.

Layout from Zion Street to Park Terrace, passed March 5, 1906.

Zachary Lane.—See Union Street.

Zion Street.

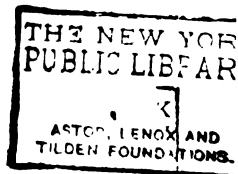
Named after the locality called Zion Hill and Zion Hill Cemetery.

Ancient Highway.

Dedication by O. D. Seymour et al., March 17, 1862.

Zweigartt Street.—See Grant Avenue.

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**PUBLICATIONS OF
THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT**

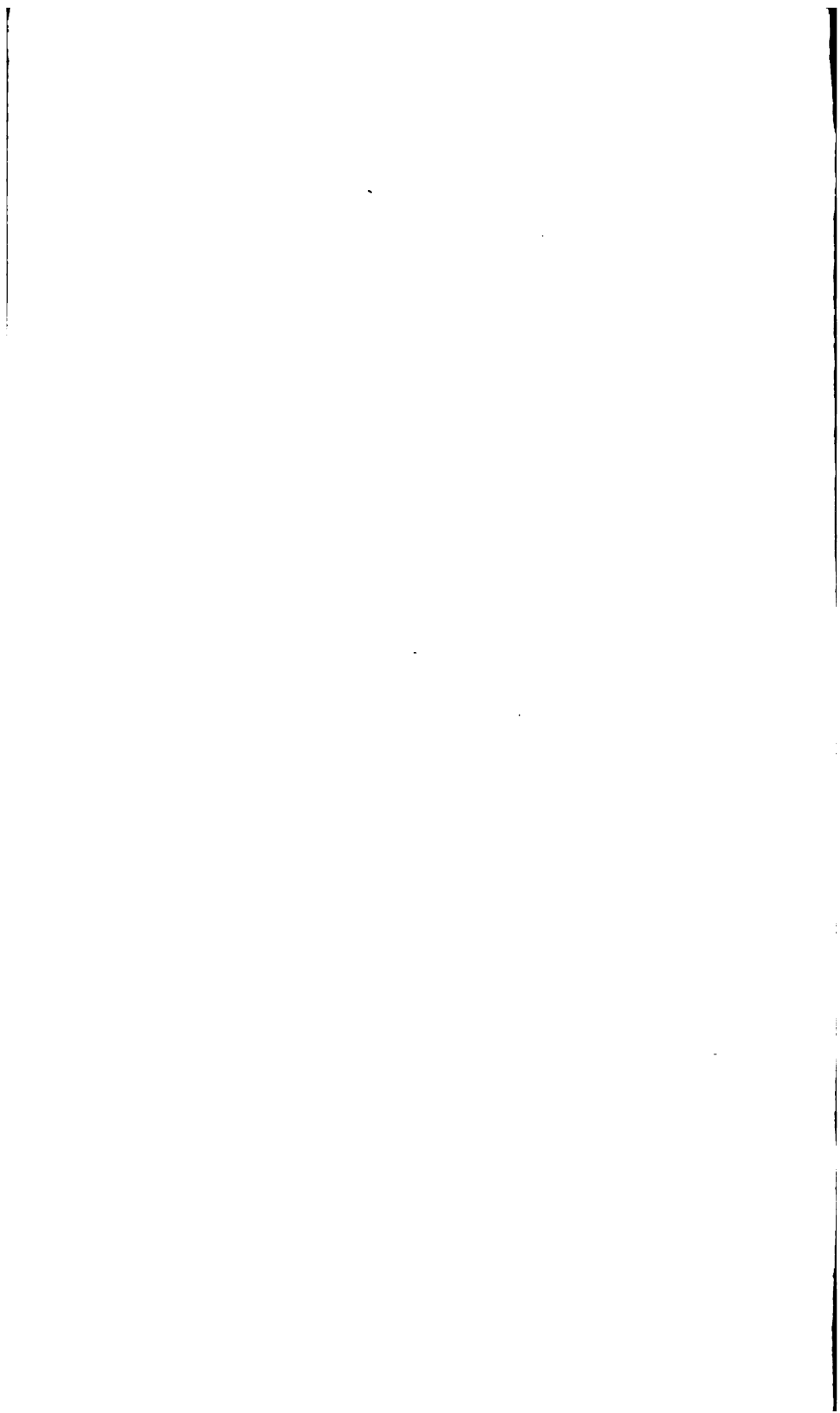
BULLETIN No. 10

**Competition for an Electrolier to be combined
with an "Isle of Safety" at the Intersection
of Trumbull and Pearl Streets**



Organized 1904

**HARTFORD, CONN.
PUBLISHED BY THE SOCIETY
1908**



THE Municipal Art Society of Hartford, Connecticut, through its Committee on Exhibitions and Competitions, announces a competition for a design for an Electrolier to be combined with an "Isle of Safety," to be located at the intersection of Trumbull and Pearl Streets, and in holding this competition it is desired :—

First, To obtain a simple and artistic street fixture to serve as an example for future work.

Second, By its construction, to divide vehicular traffic at this busy corner and thus encourage a strict observance of the rules of the road.

Third, To supply a place of safety for pedestrians in crossing Trumbull Street.

Fourth, To furnish a place for the necessary lighting, signs etc., for the convenience of the public.

It is hoped that the result of this competition will be so satisfactory from an artistic point of view that the Society may deem it wise to present drawings or models to the City with the recommendation that they be duplicated from time to time as opportunity may offer.

Should such recommendation be favorably acted upon, and appropriation be made by the City for the erection of such Isle of Safety and Electrolier, the author of the successful design will be employed to prepare the necessary working drawings and specifications,



Electrolier and Isle of Safety
Times Square, New York City

and act in the customary capacity of architect thereof. For such services, the successful competitor shall be paid the sum of \$50.00.

JURY

The Jury will consist of the following gentlemen : Benjamin Wistar Morris, Albert Entress and Frederick L. Ford.

CONDITIONS

The Municipal Art Society invites competition according to the following conditions :—

a. The designs submitted shall not call for an expenditure of more than Five Hundred Dollars (\$500.00) for the final and complete execution of the Electrolier in iron, exclusive of the cost of the "Isle of Safety" (granite platform or base supporting or surrounding the Electrolier).

b. The designs submitted shall be under a fictitious name, and each competitor shall send, addressed to the Secretary of the Society, a sealed envelope, bearing this name and containing his real name and address, the same to be opened after the competition is decided.

c. The drawings shall consist of—An elevation, scale, $1\frac{1}{2}$ " to foot—A plan, scale, $1\frac{1}{2}$ " to foot—A perspective sketch, rendered at will, or a model at the scale $1\frac{1}{2}$ " to foot, in plaster, wax or plastaline. The Plan and Elevation which are in any case to be furnished, may be rendered at will, but must be mounted flat on stiff paper or board.

d. Drawings and models must be delivered, addressed to Henry Robinson Buck, Secretary of the Society, 36 Pearl St., Hartford, Connecticut, on or before 12 o'clock noon of the second Wednesday in January, 1909. They must be accompanied by a short but definite typewritten statement of the intention of the drawing, and such suggestions as the competitor may see fit to give.

e. Within two weeks from the date of the reception of the designs a decision will be rendered by the Jury.

f. The successful competitor will receive a prize of \$50. and the prize drawings will become the property of The Municipal Art Society of Hartford, Connecticut, and may be used by them to furnish suggestions to those who will build the Electrolier, except as previously provided for.



Electrolier and Isle of Safety formerly
at 23d St and Fifth Ave., New York City

g. The Jury will place in order of merit the two next best designs, and all designs except that placed first, will be surrendered to the order of the authors thereof at their expense.

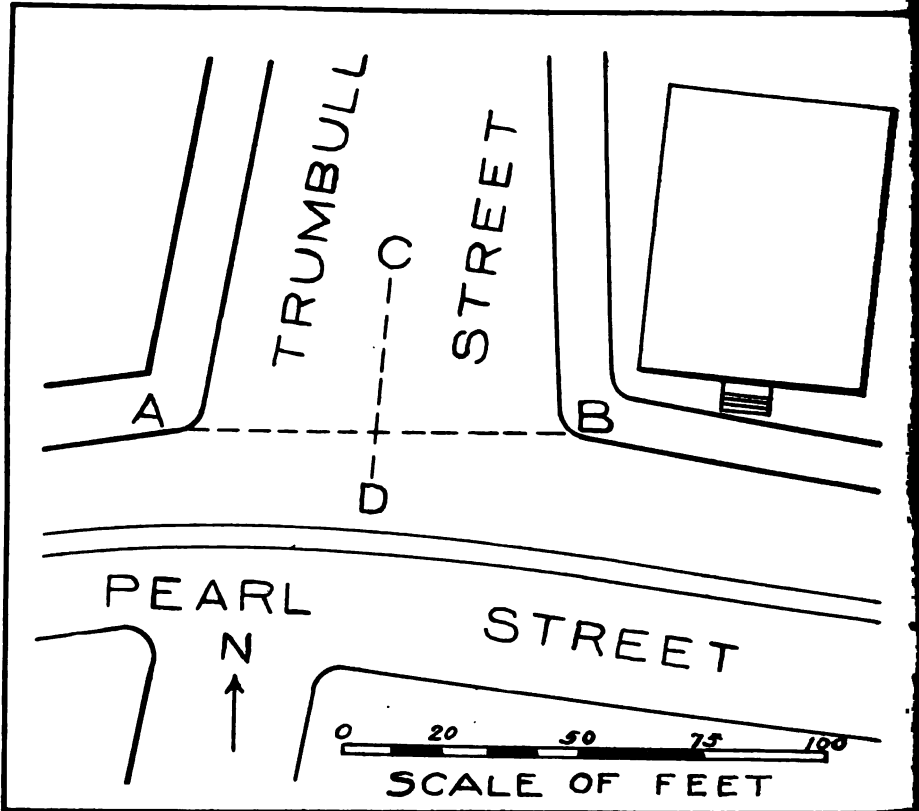
h. The illustrations of two Electroliers in New York City, printed herewith, may serve to illustrate the purpose for which this competition is instituted, though they are not intended to indicate any preference on the part of the Committee or Jury as to the character of the design required, which is left free to all competitors. They do state, however, that simplicity and beauty of line and proportion will be considered in the judgment as of more importance and of greater merit than elaboration of ornament.

i. The names of those desiring to compete will be received until December 1st by Henry R. Buck, Secretary, after which time no other entries will be received.

j. No questions will be answered after December 15th, previous to which time all questions received and the answers thereto will be sent simultaneously to all competitors of record.

k. The Municipal Art Society will give publicity to the best three drawings by publishing them in the daily press, illustrating and describing each design.

NOTE: In case it is decided to have a public exhibition of the models after the decision of the competition, no competitor will be permitted to withdraw his design until after the exhibition.



Plan of Intersection of Pearl and Trumbull Streets. The longer axis of Isle of Safety supporting Electroliner should be on line C—D. The Southerly end of Isle should not project to the south of line A—B. Isle of Safety should not be larger than 4x8 feet.

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BULLETIN No. 11

PROCEEDINGS
OF
THE ANNUAL MEETING

NOVEMBER 13, 1908

Officers, Members, Reports of Committees

UNNECESSARY NOISES

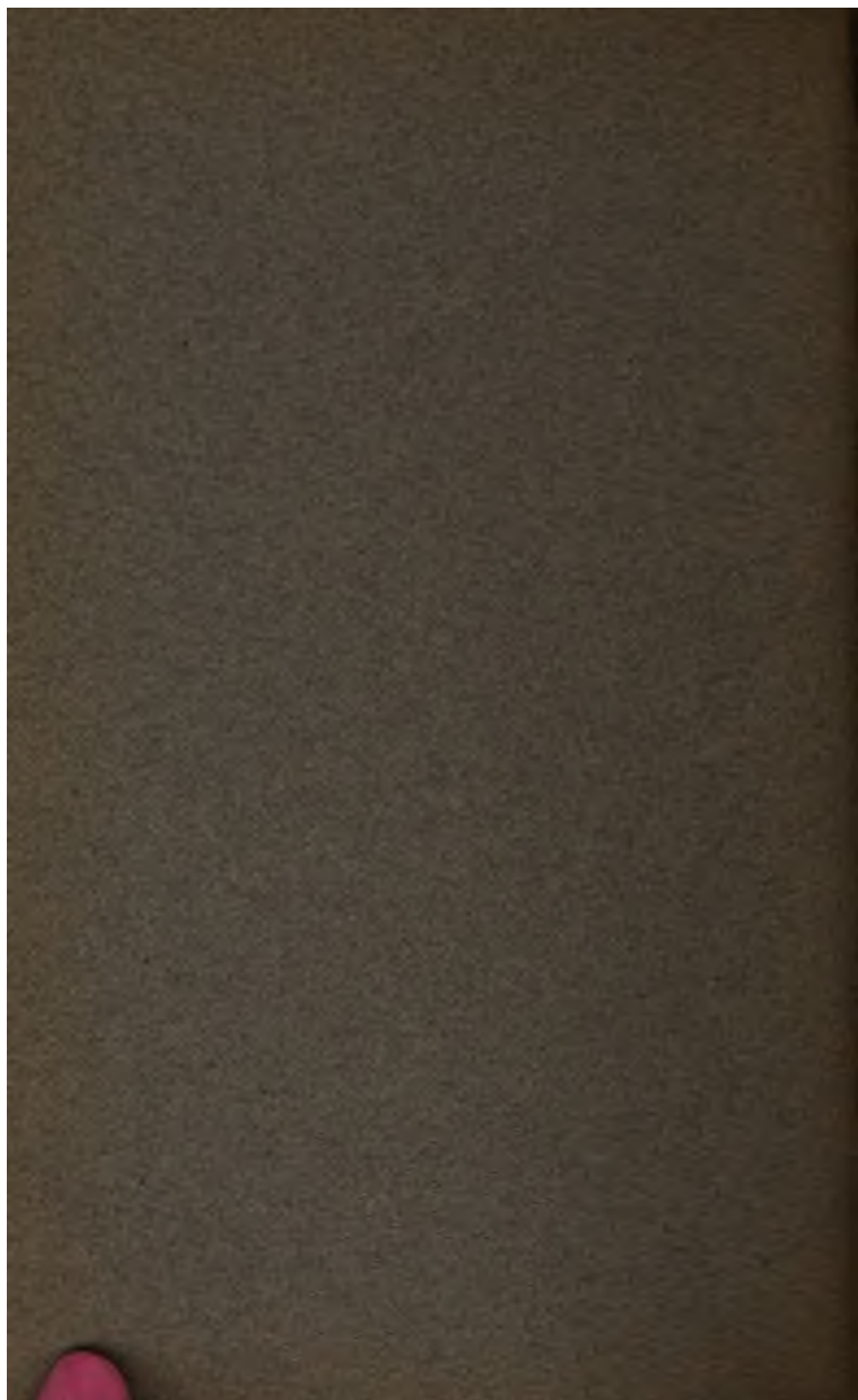
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CUTLER, RALPH W.,	101 Washington Street.
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GILBERT, MRS. CHARLES E.,	60 Gillett Street.
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GOODWIN, F. SPENCER,	103 Woodland Street.
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JOHNSON, MISS MABEL,	79 Elm Street.
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MITCHELL, MRS. EDWIN K.,	57 Gillett Street.

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PARSONS, MRS. FRANCIS,	960 Prospect Avenue.
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PRESTON, MISS EVELYN W.,	31 Gillett Street
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ROBERTS, HENRY,	129 Lafayette Street.

ROBERTS, MRS. HENRY,	129 Lafayette Street.
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SANBORN, MRS. WILLIAM A.,	684 Farmington Avenue.
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SLOCUM, CHARIE H.,	800 Main Street.
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SMITH, MRS. E. TERRY,	70 Cone Street.
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<i>Siedman, Miss Elizabeth S.,</i>	79 Elm Street.
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SUMNER, MRS. FRANK C.,	609 Farmington Avenue.
TALCOTT, GEORGE S.,	New Britain, Conn.
TALCOTT, MRS. GEORGE S.,	New Britain, Conn.
TAYLOR, EDWIN P.,	41 Wethersfield Avenue.
TAYLOR, JOHN M.,	64 Garden Street.
TAYLOR, MRS. JOHN M.,	64 Garden Street.
TOMLINSON, CHARLES C.,	139 Fern Street.
TRAPP, MRS. WILLIAM WALLACE,	239 Farmington Avenue.
TRUMBULL, MISS ANNIE E.,	734 Asylum Avenue.
TUCKER, EDWIN H.,	19 North Beacon Street.
<i>Tuller, Miss Mabel C.,</i>	43 Park Street.
TURNBULL, THOMAS.,	763 Asylum Avenue.
TUTTLE, JOSEPH P.,	50 State Street.
TWITCHELL, WILLIS I.,	31 Atwood Street.
VEEDER, CURTIS H.,	40 Willard Street.
WARNER, MRS. CHARLES D.,	57 Forest Street.
WARNER, EDWARD H.,	256 Edgewood Street.
WARNER, HERBERT O.,	22 Marshall Street.
WASHBURN, ALBERT L.,	80 Pearl Street.
WATSON, ALEXANDER,	283 Sheldon Street.
WEBB, R. L.,	Mystic, Conn.
<i>Welch, Andrew J.,</i>	Hotel Heublein.
WELCH, ARCHIBALD A.,	21 Woodland Street.
WELCH, MRS. ARCHIBALD A.,	21 Woodland Street.
WELCH, HENRY K. W.,	15 Woodland Street.
WELLING, MRS. JAMES C.,	159 Farmington Avenue.
WELLS, RALPH O.,	60 Allen Place.
WELLS, THOMAS D.,	33 Capitol Avenue.
WHAPLES, HEYWOOD H.,	955 Asylum Avenue.

MEMBERS

13

WHITE, HENRY C.,	1034 Prospect Avenue.
WHITE, HERBERT H.,	36 Pearl Street.
WHITMORE, WILLIAM F.,	424 Asylum Street.
WHITON, FRANK W.,	118 Capen Street.
WICKHAM, CLARENCE H.,	P. O. Box 645.
WILLIAMS, ALLEN H.,	748 Asylum Avenue.
WILLIAMS, MRS. BERNARD T.,	15 Woodland Street.
WILLIAMS, MRS. GEORGE C. F.,	17 Atwood Street.
WILLIAMS, MRS. GEORGE G.,	28 Prospect Street.
WOLCOTT, MISS HELEN L.,	Wethersfield, Conn.
WOLFF, ARTHUR J.,	320 Collins Street.
WOODWARD, CHARLES G.,	742 Asylum Avenue.
WOODWARD, JOSEPH H.,	118 Vernon Street.
†WOODWARD, JOSEPH H.,	
ZUNNER, GEORGE,	756 Main Street.

MEMBERSHIP.

Life Members,	20
Annual Members,	345
Total,	<u>365</u>

PROCEEDINGS FOURTH ANNUAL MEETING OF THE MUNICIPAL ART SOCIETY OF HARTFORD.

The fourth Annual Meeting of the Municipal Art Society of Hartford was held in Hosmer Hall on Friday evening, November 13th, 1908, at 8:15 o'clock. Reports were made as follows:

PRESIDENT'S ADDRESS.

(Read by First Vice President Walter S. Schutz.)

Fellow Members of The Municipal Art Society:

In the absence of President Holcombe the pleasant duty devolves upon me of outlining some of the purposes which we may strive for in the immediate future for the benefit of our city.

With this Annual Meeting the Society begins the fifth year of its existence. Formed in 1904, for the particular, if not the express, purpose of urging upon the state the advisability of acquiring the "Round House" property and locating thereon the new State Armory and Arsenal, which there would form a link in the chain of imposing state and city buildings surrounding our magnificent Capitol, the Society has more than justified its existence, and the members are entitled to a feeling of personal pride in the stately Armory building now nearing completion.

The next object to which the Society bent its especial efforts was the protection and restoration of our Bulfinch City Hall. Under the energetic leadership of its first President, Mr. Charles Noel Flagg, the Society persuaded the municipal authorities to paint the wood-work white and gild the dome and the figure of Justice; the proper painting of the brick work and the removal of the disfiguring paint from the brown sandstone followed as a matter of course from this impressive object lesson. While four years ago there were but few so bold as to speak a good word for the old City Hall, I venture to say that the great majority of our citizens today are glad that we have this exquisite example of Colonial architecture in our midst and would protest against its removal. Now that the work upon the exterior of the building is so successfully completed, I feel that the interior should be taken in hand. If the Historical Societies and ourselves could reproduce the old staircase or redecorate the Council Chamber, the restoration of the remainder of the building would be sure to follow.

The chief function of this Society, it seems to me, is to give a few timely object lessons showing what a little more thought and a very small additional expenditure of money will do to enhance the beauty and utility of our city; for Hartford has abundantly

demonstrated that when the best is obtainable she will never be satisfied with anything less.

The bulletins, now eight in number, show in what ways the energies of the Society have been chiefly directed in the past. I firmly believe that these publications form one of the most important branches of our work, and that at least two bulletins can with advantage be published each year. One on the History of the City's Street Names and Public Places is now nearly ready to be issued. The booklet, "Hartford, Its Points of Interest," prepared by the Committee on Street Fixtures and Advertising Signs, and for which we are chiefly indebted to Messrs. Thomas Brabazon and John M. Knox of that Committee, has supplied a long felt want, and a second edition revised and somewhat enlarged is already loudly called for.

The work of our energetic and enthusiastic Secretary, Mr. Henry Robinson Buck, deserves especial commendation. A sufficient appropriation to cover ample clerical assistance should be voted in order to carry on the work of this most important office.

Too much emphasis cannot be laid upon the work of the Standing Committees, and I especially urge any who are willing to serve (which means to *work*) upon these Committees, or upon the Special Committee to send their names to the Secretary specifying which committees particularly interest them.

I now desire briefly to point out some of the things that we would do well to strive for during the coming year.

Park River.

Now that the Big River and its banks have been so gloriously transformed, I think we should turn our immediate attention to the Little River and to cutting out the cancer which is so close to the heart of the city. Whenever inquiries have been made regarding Daniel's Dam and the possibility of clearing up the banks and bed of the river above and below this dam, the answer has been made that nothing could be done until the suit brought to establish the rights in the water privilege was disposed of. I yesterday took occasion to look at the papers in this suit and find that it is an action brought by Leonard D. Fisk and Leonard C. Daniels, in September, 1898, against the City of Hartford, setting forth that the plaintiffs are the owners of a valuable mill property upon both sides of the river, with an ancient water privilege connected therewith, which privilege, except for the acts of the defendant complained of, is of the value of \$250,000.00, and except for such acts the water is sufficient without the assistance of steam to carry on the entire business of the plaintiffs as millers, being equivalent to about 200 horse power. The complaint goes on to state that the city has unlawfully appropriated and diverted large quantities of water from the brooks, streams, and springs tributary to the Park River, and especially by the building of the Tumble Down Brook Reservoir; also that the city has suffered large quantities of sewage to flow into the said river,

thereby creating a nuisance and injuring the plaintiffs to the extent of some \$75,000.00.

In October, 1899, the city, through its attorney, Judge William J. McConville, filed an answer to the complaint. One year later this answer was withdrawn and a demurer substituted. In 1901 the demurer was overruled and a new answer filed closing the issues. No further steps have since been taken, though two different corporation counsels have had opportunity for bringing the case to trial. If so much hangs upon this suit may we not ask our new corporation counsel to bring the same to judgment in order that a great public benefit may be derived? I would suggest that the Committee on Permanent Work bestir itself in this matter.

Smoke Nuisance.

A constantly growing evil is the soft coal smoke which is being emitted from many of the power and factory chimneys of the city. While nothing should be done to hamper our manufacturing plants, other cities are regulating the smoke nuisance, chiefly I believe, by the installation of a competent boiler expert, who supervises the coaling of the furnaces. Under instruction from the Board of Directors I appoint as a Committee upon the Smoke Nuisance, Messrs. Charles A. Goodwin, Henry Souther, F. S. Allen, William H. Honiss, George A. Parker, Edwin Knox Mitchell, Charles D. Rice, Frank C. Nichols, Ernest A. Wells and Anson T. McCook, and request that this Committee thoroughly investigate the subject and report with recommendations at the earliest possible moment.

Unnecessary Noises.

A Special Committee on the Suppression of Unnecessary Noise has been recently appointed and a report by Louis B. Paton, Chairman of the Committee, will be presented at this meeting. Anything which the Society can do to reasonably restrict the constantly increasing noise of the streets will be most welcome.

Sign Boards.

The crusade against the unsightly sign boards and the class of advertising which so disfigures some of our streets and the lines of railways is being vigorously maintained by the united Committee for Bill Board Regulation, of which Mr. H. L. Beadle is the efficient and energetic chairman. Reasonable legislation upon this subject should be sought from the incoming legislature.

Street Railway.

What seems to me a menace to public safety and convenience is the growing tendency upon the part of the Connecticut Company to send trains of four or more freight cars through our city streets even in the busy hours. Almost any day these unsightly trains may be seen and I have reason to believe that some of them at least convey

material for private building purposes. Would it not be proper for the city to prohibit the use of freight cars by the Street Railway Company except during certain hours and then only under proper restriction? I believe the Society would perform a lasting benefit to the citizens if it could persuade the Trolley Company to lessen the height of the steps, especially upon the open cars. Some of those at present in use seem to be very dangerous as well as inconvenient.

Of course it is necessary to indicate the places where the trolley cars shall stop, but some less hideous method than painting the poles white for a distance of some twenty feet from the ground, could, it seems to me, be devised. These white posts so soon become unsightly because of the dirt that they need constant painting. I would urge upon the Committee on Street Fixtures and Advertising Signs, to devise some artistic as well as practical sign which could be attached to the trolley poles and sufficiently inform the public of the stopping points of the cars.

In this connection, if there is any doubt in the minds of the city authorities of their right to order that the feed wires of the Trolley Company be placed under ground, within the restricted territory, as has been done with other overhead wires, it would be well to request special legislation upon this point.

The foregoing will show that there is plenty for the Society to do and new channels of activity will be constantly opening. The Society has unquestionably done great good in the past, but opportunities for usefulness are constantly increasing, and I urge upon all to display the true municipal pride which shall make them zealous to carry out the object of our Society, which is to enhance in every practicable way the beauty of our fair city, and thus emphasize the purpose so well expressed by Mr. John M. Knox, "That Hartford, our Hartford, may increase in stature, in beauty, and in worthiness, we give our thought and time while the day lasts."

Respectfully submitted,

WALTER S. SCHUTZ,
Vice President.

SECRETARY'S REPORT.

To the President, Directors and Members of the Municipal Art Society of Hartford:

Your Secretary has the honor to submit his Annual Report as follows:

The year 1908 began, for this administration, on January 25th, when the third Annual Meeting of the Society was held in this hall. The Directors were elected as appears in the bulletin for the year (No. 8) which you have all received.

The reports of the several committees were submitted as printed in bulletin 8 and the meeting was addressed by Mr. Howard Mansfield on The Development of Colonial Art in America. He spoke particularly of the New York Art Commission, the province of which is to veto all works of art and architecture given to or purchased by the city if they are condemned by one member of the Commission. A tremendous amount of work is done, gratis, by the eminent members of this commission, and the standard of Municipal Art is surely being raised, even by the knowledge that such a competent body exists.

A very interesting report by Mrs. J. H. Greene was read on the joint convention of the American Civic Association and the National Municipal League at Providence and the collection of photographs was shown which illustrates the scope of the work of the various committees of the Association.

After the Annual Meeting, several meetings of our Directors were held to consider more thoroughly than usual the membership of the various committees. It is recognized that the greatest activity of a society like ours must be in the committees. All who wish to serve are not able to give the necessary time, and all members are not equally interested in all subjects. The committees provide for grouping the enthusiasts who are willing and able to work, each in his favorite subject, and the general body of members who provide the sympathy and support, which is a vital necessity, furnish ideas and funds when they have not the time to give more active assistance.

In order to give an opportunity to each member who wished to help in some particular work circulars were sent out before the nominations were made. These called forth most interesting ideas and many enthusiastic expressions in favor of one and another of the Society's plans. All who expressed a preference for a special line of service were placed appropriately, and on May 6th the final membership of the committees was announced. Though the vacation season followed close upon this date many of the committees organized at once and have accomplished a great deal in the unusually short year which has been granted them. The winter is after all the season when the comforts of the city call to us most clearly, and when we are most

ready to work together to beautify and improve our already attractive surroundings.

The work of each committee will be referred to more in detail in their respective reports, which will be distributed in Bulletin No. 11 but the scope of the Society's work may perhaps be briefly mentioned here.

The collection of ashes from the rear of the houses was early favored before the Street Board. At the Society's suggestion bids were secured both for this form of gathering, and for the old plan of making each householder arrange his barrels in graceful rows along the curb, there to wait and aerate themselves until the collection wagons came by. On account of the long time which the contract necessarily runs the Street Board hesitated to introduce an untried plan and at the suggestion of the directors, representative, both plans were provided for. There is some question at present as to whether the contractor is satisfactorily carrying out this plan, and the subject is one which will benefit by expressions of opinion from our Society.

The Bill Board Nuisance was actively taken up on April 6th at the Board of Trade Rooms when the Committee of this Society, appointed November 27th, 1906, was represented and ways and means were discussed. This preliminary meeting resulted in the formation of the United Associations' Committee on the regulation of Billboard Advertising, with Mr. Beadle of the Landlords' and Tax-payers' Association as chairman, and Messrs. Schutz, Sanborn and Warner as this Society's representatives. Mr. Beadle will present a paper at next week's meeting of the American Civic Association in Pittsburg which we may hope to hear later.

On June 2nd the nuisance of unnecessary noises was brought to the attention of the Directors by a letter from Prof. Paton who will speak fully on the subject this evening.

The Unnecessary Fire Losses in American Cities has been discussed by the Committee on City Plan. Here in Hartford our efficient Water Board is making very expensive additions to its distribution system solely to increase the efficiency of our already excellent fire department. The number of really fireproof buildings, however, is surprisingly small, and it seems not impossible that something can be done to increase the percentage of safe, or at least slow burning structures. The City Plans Commission whose admirable law was printed in full in Bulletin 8, will no doubt do everything possible to secure wide streets which will act as fire checks in the newer parts of the city.

The improvement of the City Hall is now so evident that comment is hardly necessary. It may be recalled, however, that two years ago when Bulletin 5 was issued as a plea for the work now nearly completed, there was a strong sentiment in favor of utterly demolishing this building. The plans secured by this Society and the efficient work of the Committee on Civic Centers and Public

Buildings,—a constant influence throughout changing city administrations,—have helped to avert results which might have been a real calamity to Hartford. This Society stands for the restoration and preservation of this building, which we regard as a beautiful colonial heritage, and it can exercise a great influence against plans which may in the future arise for its so-called improvement and modernization.

The Bridge Celebration has too recently passed to require long comment. We all remember the splendid showing made by our Committee with the venerable Lafayette carriage and Trumbull chaise. The whole historic pageant of which in the evening the carriages formed a part was first suggested in this Committee and would probably not have been carried out by the patriotic societies if it had not been for them. The Chairman, Mr. Flagg, however, will report for himself.

The success of the Committee on Parks, Thoroughfares and Playgrounds in securing a city appropriation for the Summer School Instructor in three parks is especially valuable. The leaflet on Hartford: Its Points of Interest has been commended everywhere. In fact, at the eight meetings of the directors so many plans for usefulness have been discussed, turned over to committees and executed or considered that it is difficult to mention them. Indeed, there are many things which are planned by the committees and often carried out of which it is best not to speak at all; such work would be sadly missed, however, if it were not done.

One small point the Secretary wishes to mention in closing. The Society now has an official headquarters,—room 724, Connecticut Mutual Building. It is open when required for the use of the members of the Society from 8 a. m. until 10 p. m., and our not inconsiderable library of city reports and clippings is there on file. The committees and individuals are requested to make as free use as possible of the Secretary as a clearing house for ideas and information, a repository for pamphlets and items of interest to the Society, and in any ways which may suggest themselves.

TREASURER'S REPORT.

OCTOBER 20, 1908.

1908

GENERAL ACCOUNT.

DR.

Jan. 25.	To balance received from H. P. Redfield, Treas.....		\$1,156.13
	To life memberships received.....		150.00
	To annual memberships received:		
	1904-5 account.....	\$2.00	
	1905-6 account.....	2.00	
	1906-7 account.....	18.00	
	1907-8 account.....	68.00	
	1908-9 account.....	389.00	479.00
	To royalties received on account of publication of Lafayette Coach postal card.....		10.00
	To interest on cash in savings banks		12.00
			<hr/>
			\$1,807.13

CR.

By Expenses of Sec. and Treas.:			
Clerical Assistance.....	\$101.60		
Postage.....	52.35		
Stationery.....	30.69		
Printing Circulars and Notices.	17.30		
Office Supplies.....	20.65		
Express and Miscellaneous....	8.25	230.84	
By Expenses of Committee on Dedication of Hartford Bridge.....		160.75	
By Expenses of Committee on Law		3.65	
By Expenses of Committee on Parks, Thoroughfares and Playgrounds.....		35.00	
By Expenses of Committee on Printing and Publication:			
Printing Bulletin No. 7.....	205.27		
Express on same.....	.60	205.87	
By Expenses of Committee on Street Fixtures and Advertising Signs:			
Printing Leaflet No. 1, "Hartford: Its Points of Interest"...	136.74		
Clerical Assistance in distributing same.....	8.00		
To Postage.....	5.00	149.74	

By Appropriation to American Civic
Association for Preservation of
Niagara Falls..... 25.00
By Transfer to Permanent Fund.. 378.07

	\$1,188.92
By Balance on Hand.....	618.21
	\$1,807.13

Audited:

H. HILLIARD SMITH,
CHARLES A. GOODWIN,
Finance Committee.

RECEIPTS AND DISBURSEMENTS.

1908	Receipts from all sources.....	\$1,807.13
	Disbursements:	
Mar. 10.	Clark & Smith:	
	Printing, including Bulletin	
	No. 7 and Stationery.....	\$223.72
	Chas. W. Burpee, Secretary:	
	Postage.....	1.00
	G. C. Bidwell:	
	Clerical Services to C. W. Burpee	1.60
	Thomas Weaver:	
	Instructor Summer School....	35.00
	Society for Savings:	
	Life Membership Fees and Int.	103.07
27.	H. R. Buck, Secretary:	
	Postage and Stationery.....	5.80
	Walter H. Clark:	
	Stenography, Comm. on Law..	3.65
	American Civic Association:	
	Niagara Preservation.....	25.00
April 18.	W. H. Barnard: Printing.....	2.50
	Clark & Smith:	
	Printing and Postage.....	33.83
	Gem Sign Co.:	
	Lettering Office Door.....	3.00
	Bruce & Filley:	
	Rent of Chairs.....	1.20
	H. R. Buck, Secretary:	
	Postage, Stationery, Express..	8.65
May 13.	Society for Savings:	
	Life Membership Fee,.....	25.00
13.	Brown, Thomson & Co.:	
	1 doz. Folding Chairs.....	15.00

	13.	Clark & Smith:		
		Printing and Stationery.....	14.13	
	13.	H. R. Buck, Secretary,		
		Clerical Assistance and Express	25.75	
Aug.	8.	Society for Savings:		
		Life Membership Fee.....	25.00	
Oct.	1.	Society for Savings:		
		Life Membership Fee.....	25.00	
	1:	Society for Savings:		
		Transfer by Vote of Sept. 18..	200.00	
	2.	H. R. Buck:		
		C.O.D., Van Horn Costumes...	34.50	
Sept.	19.	H. R. Ruck, Secretary,		
		Clerical Assistance.....	50.00	
Oct.	3.	N. Y., N. H. & H. R. R.:		
		Freight on Lafayette Coach...	18.00	
	3.	L. A. Royce:		
		Clerical Work, Leaflet No. 1...	5.00	
	7.	I. R. Blumenthal:		
		Watchman for Lafayette Ch..	8.00	
	7.	C. N. Flagg:		
		Sundry Exp., Lafayette Coach	2.50	
	10.	Ward F. Bushnell:		
		Horse Hire, Lafayette Coach..	4.00	
	19.	H. R. Buck, Secretary,		
		Clerical Assistance and Postage..	33.25	
	19.	Clark & Smith:		
		Printing for Sec. & Leaflet, No. 1	155.37	
	19.	John Kingsbury:		
		Exp. on Lafayette Coach.....	13.25	
	19.	Van Horn & Co.:		
		Damaged costumes, Lafayette.	3.00	
	19.	Clark & Smith:		
		Printing and Postage.....	6.65	
	19.	Georges' Express:		
		Freight and Services, Lafayette		
		Coach and Trumbull Chaise...	38.50	
	19.	Smith-Worthington Co.:		
		Outfits for Escort to Lafayette		
		Coach and Trumbull Carriage..	39.00	
			<hr/>	
			\$1,198.92	
		Balance.....	618.21	
			<hr/>	
				\$1,807.13

THE PERMANENT FUND.

1908.		
Jan. 25.	Cash on Deposit with Society for Savings.....	\$422.25
25.	Membership Fees of Seven (7) Life Members.....	175.00
25.	Transferred to Fund by Vote of Sept. 18th.....	200.00
25.	Interest on Membership Fees paid from Treasury for period between date of receipt and date of deposit.....	3.07
25.	Interest credited by Savings Bank	8.44
	Total Cash on Deposit, Oct. 20, 1908	<u>\$808.76</u>

REPORT OF COMMITTEE ON CIVIC CENTERS AND PUBLIC BUILDINGS.

To the President and Board of Directors of the Municipal Art Society:

The Committee on Civic Centers regrets its inability to hand in a detailed report at the present time. It does, however, report progress and invites the co-operation of all the members of the Society in an effort to carry to a successful conclusion the movement for a memorial to Dr. Horace Bushnell, the restoration of the City Hall and the adoption of an ordinance limiting the height of buildings, so that they may harmoniously conform to the width of streets or other environments, and incidentally lessen fire risks.

Resolutions embodying the three subjects mentioned in this report were favorably voted upon at the Annual Meeting of 1906, and although work along these lines is of necessity slow, it is being pushed, and your Committee has no doubt but that its accomplishment will result in bringing additional beauty to the city, and an increased measure of health and happiness to its people.

Respectfully submitted.

CHARLES NOEL FLAGG.

Chairman.

REPORT OF THE COMMITTEE ON EXHIBITIONS AND COMPETITIONS.

To the President and Directors of the Municipal Art Society of Hartford:

Your Committee was appointed May 6th, 1908. Owing to the lateness of its appointment, it was unable to undertake any work until

the 22nd day of September, 1908, for which time a call was issued for its first meeting.

At this meeting your Committee was organized. Mr. Herbert Randall being appointed Secretary.

Your Committee has been in communication with several lecturers but upon receipt of information as to the subject of their lectures, the same were deemed inappropriate to lecture under the auspices of this Society.

Your Committee at two subsequent meetings made arrangements to offer a prize of fifty dollars (\$50) for a competition for plans and specifications for an electrolier to be placed on an isle of safety which it is proposed to establish on Trumbull Street at its intersection with Pearl Street.

No other work has been undertaken, owing to the fact that the funds available will be nearly consumed by the Competition, and to the short period of time your Committee has been organized.

Respectfully submitted,

THE COMMITTEE ON EXHIBITIONS AND COMPETITIONS,

By JOSEPHINE B. BENNETT,

Chairman.

REPORT OF THE COMMITTEE ON MEMBERSHIP.

To the President and Directors of the Municipal Art Society:

During the past year the application of one new life member and thirty-eight annual members have been received, and six annual members have been transferred to life membership, making the total membership of the Society four hundred and thirty-five. Of this number, twenty-three are life and four hundred and twelve annual members.

Very truly yours.

FREDERICK L. FORD,

Chairman Committee on Membership.

REPORT OF THE COMMITTEE ON PARKS, THOROUGHFARES AND PLAYGROUNDS.

During the past year Hartford has made perhaps more progress in these matters than during any other year in its history. At least certain very significant things have happened, the greatest of which was the opening of the Bridge and the development of the Connecticut Boulevard. The influence of each of these has been felt throughout the whole city, and will continue to be felt for decades to come. Perhaps the greatest influence will be exerted upon the life of the

East Side, where movements have already begun to open up new streets and improve certain thoroughfares. On the circumference of the city there is constant progress and, in general, wise control of the establishment of new streets and thoroughfares. The recent competition, under the auspices of our Society, for an isle of safety and electrolier it is hoped will lead to further developments along this line. We are all deeply interested in the proposal to secure the services of an experienced and competent architect who will advise the various departments of the city regarding municipal developments. No better expenditure of the public funds could be made than to secure the services of such a well-known expert in municipal and civic art as Mr. John M. Carrère of New York.

The development in our public parks during the year has also been encouraging, especially the larger use of the parks as recreation grounds. First of all, the development of playgrounds for the children should be mentioned.

The past summer season brought about the first extension of playground work since the Riverside playground was established eight years ago. An area in Bushnell Park near the river at the extreme southeast corner of the park was suitably fenced and the Park Board provided permanent equipment of swings, sand boxes and such other apparatus as there was room for. The Board of School Visitors had the care of the children in this playground as in all others, and provided leaders, selected from the teaching staff of the schools. The total attendance during the months of July and August was 20,863 children and a large number of parents. On one day there were over 1,000 children in the enclosure. This playground was open seven hours each day including Saturdays.

In Pope Park a section was roped off for a playground, and the attendance was 13,675 for the season of two months, afternoons only.

The most notable increase in out-of-door work, however, was at the Pope Park gymnasium. Classes were held each afternoon for children too old to be interested in sand boxes, hammocks or swings, and they were largely attended. Evening classes were held for adults and were well attended. No stimulus in the line of athletic meets were attempted, the men, and some few women, taking the work for the exhilaration and benefit solely. The shower baths at the park are inadequate and a much more wholesome plant is needed. An area set apart in some park for a girls' gymnasium, with suitable showers and rest house, would undoubtedly be largely patronized during the entire season. As yet it has been impossible to begin this out-of-door work as early as would be advisable, but it is hoped that the coming season will point a way out for beginning the season not later than June first.

The Park Board, it is understood, will enlarge the Bushnell Park playground, making it nearly twice its present area, the coming season, and will designate a somewhat better area, topographically

for the playground in Pope Park. The School Board will co-operate in providing for the care and instruction of the children, and expects to be able to have twice as many to care for as it had last summer.

A few statistics may be of interest.

Attendance of children at the various playgrounds, gardens, and athletic fields during the past season:

Riverside Playground.....	8,469	
Pope Playground.....	13,675	
Bushnell Park Playground.....	20,863	
Pearl Street Playground, in connection with Vacation Schools.....	992	
		<hr/>
Total in Playgrounds.....		43,999
Colt Park School Gardens.....	2,665	
Riverside Park School Gardens.....	2,417	
		<hr/>
Total in School Gardens.....		5,082
Pope Park Gym, children and adults.....		12,575
Attendance in Vacation Schools, occupying parks two sessions each week.....		37,00
		<hr/>
Total attendance in all summer work.....		98,662

It should also be stated that the golf course in Goodwin Park has more than met the expectations of those interested in promoting this form of out-door sport. It is to be hoped that some convenient and commodious building will be provided for those who patronize the public golf links.

The Municipal Art Society, while claiming no considerable share in the promotion of these various public interests, yet believes that its existence has been amply justified and that it has not been without influence upon our civic life.

EDWIN KNOX MITCHELL,
Chairman.

REPORT OF THE COMMITTEE ON PRINTING AND PUBLICATIONS.

Your Committee on Printing and Publications respectfully reports that two bulletins and one leaflet have been issued during the year.

Bulletin 8, containing the list of our officers, directors, standing committees and membership, together with the several reports presented at our last Annual Meeting, a pamphlet of twenty-four pages, was issued from the press of Clark & Smith in an edition of 1,000 copies at an expense of \$55.00.

Bulletin 10, copies of which have been distributed this evening, contains the competition for an electrolier to be placed upon the isle of safety to be erected at the corner of Trumbull and Pearl Streets. This pamphlet of eight pages was also issued in an edition of 1,000 copies from the press of Clark & Smith at an expense of \$15.50.

Leaflet No. 1, "Hartford, Its Points of Interest," issued in time for distribution during Bridge Week, is a pamphlet of twenty-four pages, issued from the press of Clark & Smith in an edition of 10,000 copies at an expense of \$136.74. This handbook, which is filled with items of interest relating to Hartford, was prepared and compiled under the immediate direction of the Committee on Street Fixtures and Advertising Signs.

Bulletin No. 9, which will deal with the boundaries and origin of Hartford streets and the history of their names, is nearly ready for the press. This bulletin, which has required a great deal of research, will prove one of the most valuable publications thus far issued by our Society.

It may be of interest to the Society to know that through the State Librarian our several bulletins are regularly placed in the governmental libraries of Europe and Canada and the several state libraries, the leading college, public and technical libraries throughout the United States and the public libraries of Connecticut, where the same may be consulted.

Your Committee still continue of the opinion that as in the past so in the future much good can be accomplished for municipal improvement both at home and elsewhere through the assistance of timely and carefully prepared bulletins.

Respectfully submitted,

GEORGE S. GODARD,
HENRY R. BUCK,
FRANK B. GAY,
F. B. HARTRANFT,
WILLIAM H. SMITH,

Committee.

REPORT OF THE COMMITTEE ON STREET FIXTURES AND ADVERTISING SIGNS.

To the Members of the Municipal Art Society:

Your Committee on Street Fixtures and Advertising Signs submits the following report:

Several meetings have been held, at which many valuable suggestions were made.

The organization last May of the United Committees Association for the Regulation of Billboards has relieved this Committee

of the necessity of the active work along this line which has heretofore engaged so much of its attention. The relegating of such work to the Association does not mean that the Committee has lost interest in this important field of activity, but is merely avoiding a duplication of effort which would lead to weakness rather than strength. The Municipal Art Society is well represented among the seventy delegates from the Societies forming the Association, and two members of the Committee on Street Fixtures and Advertising Signs are on its Board of Directors.

At a meeting in June it was voted to issue a handbook of Hartford, and various topics were assigned to members, Mr. Knox and Mr. Brabazon acting as editors. The results of their work appeared in the Pamphlet, "Hartford, Its Points of Interest," which was issued the first of October, in time to be of service to our many visitors during the Hartford Bridge Celebration. The compilation of this Hartford handbook was an experiment, there being nothing of the kind in print, and it was with some misgivings that a first edition of ten thousand copies was decided upon. The measure of success, however, which greeted its appearance was most encouraging, and a second edition, revised and enlarged, will soon be issued.

The Committee has corresponded with the Prosecuting Attorney, calling his attention to violations of the ordinance governing projecting advertising signs. We take this opportunity to urge members of the Society to co-operate with us in our effort to aid in the enforcement of this ordinance.

At a meeting of the Committee, October 29th, it was voted to undertake a careful investigation of methods used in other cities as to street signs and house numbers. The matter was placed in charge of a sub-committee of three, which has already sent inquiries to about thirty-five cities in the United States, and to a number in Canada, Great Britain, Europe, South America and Australia. These inquiries cover size, location, material, regulation by city ordinance, and other items it is necessary to know to determine the best possible system. We would be very glad of suggestions of cities where inquiries might profitably be made, or of any information. We hope to have an exhibit later of street signs and photographs of those used in various cities, as well as to make available much useful information.

Plans for future work include the question of street cleaning and sprinkling; of special hydrants for sprinkling carts; the difficult problem of lighting City Hall Square; an effort to secure two steps on suburban trolley cars; and the marking of some of the historic places in which our city is so rich.

Respectfully submitted,

COMMITTEE ON STREET FIXTURES AND ADVERTISING SIGNS,

HETTIE GRAY BAKER,

Clerk.

REPORT OF THE SPECIAL COMMITTEE ON THE DEDICATION OF HARTFORD BRIDGE.

Mr. President, and Members of the Municipal Art Society of Hartford:

The Special Committee appointed to act for the Society on the occasion of the dedication of the Hartford Bridge has to report that by reason of the generosity and kindness of many persons it was enabled to exhibit two objects of great historical and artistic interest.

First. — Mr. Warren S. Bunnell of Burlington, Conn., loaned to the Society a chaise and harness which originally belonged to the "War" Governor Jonathan Trumbull. This outfit was taken charge of by Mr. Walter L. Goodwin and with a beautiful horse, and a driver, John Lyons, in an admirable costume of the period, it proved to be an attractive feature in the civic parade, and historical pageant, given on the afternoon and during the evening of October 6th.

Second. — Mr. James Fenimore Cooper of Albany, N. Y., at no little inconvenience and considerable risk to the article loaned, kindly permitted the Society to exhibit the carriage used by General Lafayette in the American Revolution. It arrived in Hartford on Friday, October 2nd, and was immediately taken to the stable of Mr. I. R. Blumenthal where it was carefully kept, and guarded by special watchmen day and night, until entered in the parade of October 6th. All the expense of housing, also the supplying of four fine horses and a very experienced driver was borne by Mr. Blumenthal. The Allied French Societies were deeply interested, and your Committee was glad to include six young men members to assist with six Americans in filling out the selected escort of attendants, and armed outriders, for the carriage. The outriders were dressed in grenadier costume and the attendants in handsome uniforms, secured from Van Horn & Son of Philadelphia, all late 18th century style. The entire Guard of Honor was made up as follows:

CAPTAIN:	Paul S. Ney.
OUTRIDERS:	Joseph Hooker Twichell, J. B. Parquette, Ralph Chase, Phillippe Champagne, Allen E. Smith, Edmond T. Allard, Ward F. Bushnell, Philius Rousseau.
POSTILLION:	Edward K. Roberts,
FOOTMEN:	Joseph LeClaire, Leo Girard.
COACHMAN:	Daniel F. Cotter.

Your Committee, receiving permission from the State Comptroller, had expected to exhibit the Lafayette carriage in the north corridor of the Capitol under guard, during the latter part of Bridge

Week; but the entrances to the building were found to be too narrow for its admission so it was immediately placed in hiding in the stables of the Georges' Express Company, and the following day, as soon as a box car could be secured, it was placed aboard, and shipped back to its owner, Mr. James Fenimore Cooper, and subsequently the Society received word of its safe arrival in Albany.

The sum total expended by the Society in its contribution to the Bridge Celebration amounted to \$160.75, less \$10 received from a friend as a contribution, and \$10 received from royalties on sale of Lafayette cards. We have therefore an excess of expenditure amounting to \$40.75 above the sum originally appropriated, which was \$100.

Respectfully submitted,

CHARLES NOEL FLAGG,

Chairman.

REPORT OF THE SPECIAL COMMITTEE ON THE SUPPRESSION OF UNNECESSARY NOISES.

Mr. President, Ladies, and Gentlemen:—When in the meeting of the Board of Directors it was suggested that the chairman of this committee should say a few words to the Municipal Art Society on the need of suppressing unnecessary noise, one of the members of the Board remarked that such a report would come under the head of "unnecessary noise." We plead guilty to the charge of wishing to make a commotion about this matter, for only through agitation can anything be accomplished. We leave it to the Society to judge whether or no the disturbance is necessary.

There are many activities unobjectionable in themselves that become objectionable through the presence of other people. If a farmer, who lives a mile from his nearest neighbor, wishes to keep a barnyard and a piggery that smell unto heaven, if he wishes to strew his fields with bone-dust or other ill-savored compounds, who shall say him nay? There is no one near to be disturbed, and if he likes the smell, it is his own lookout. The case is different when people are crowded together in towns or cities. Here there are neighbors who are disturbed by the stench of the stable or the sty, and the would-be agriculturalist is obliged to respect their feelings. Smells that are permitted in the country are adjudged nuisances in town.

The same holds true of noises. If a farmer wishes to keep a dog who spends the entire day in barking at woodchucks and the entire night in baying at the moon, if he has five hundred roosters who crow in relays all night long, if he blows a horn for breakfast, and fires a gun for dinner, and spends most of his time chopping wood or knocking milk-cans together, it is all right, provided that he and his family like it; but transport that farmer to a crowded city, and

let his dog bark in an apartment house, and let him keep his five hundred roosters in a court upon which the windows of five hundred families open, and let him chop his wood and rattle his cans in that same court; then his right to make all these noises becomes questionable and society is apt to step in and stop him in the interest of the majority.

Many noises also that are harmless individually become nuisances through multiplication, just as some drugs that are harmless in small quantities become deadly in large doses. Who can object to the cheerful cry of a single ragman or the tinkling bell of a single scissors-grinder? But when a hundred peddlers with a hundred different strident yells and a hundred men with bells, gongs, or whistles to call attention to their wares pass one's door daily, the matter becomes serious. What can be tolerated in a town of a thousand inhabitants becomes intolerable in a city of a million. Noises that created no difficulty in the Hartford of twenty years ago have become a problem in the larger Hartford of today, and will become increasingly a problem if the city continues its present rapid rate of growth. Noise seems to increase as the square of the population; and if steps are not taken to check it, cities become perfect pandemoniums.

This is not a matter of esthetics, or of likes and dislikes, but is a matter of health, or even of life and death. Any physician will tell you that one of the most serious problems of nursing the sick in a city like Hartford is the amount of unnecessary racket. At the critical moment when sleep is necessary, a yelping cur or a banging church bell prevents rest, and a valuable life is perhaps sacrificed. Hundreds of our fellow-citizens in these days of overwork and nervous stress suffer from insomnia, and many a needed hour of sleep is lost by them because of the thoughtlessness of their neighbors or of persons passing through the streets on foot or in vehicles. Other people can sleep through anything, and think that noise does not disturb them, but investigations show that even though one may sleep through noise, the sleep is not so restful and refreshing as when one has perfect quiet. The subconscious faculties are alert and are noting and discriminating between the various sounds, deciding whether or no they are those for which one ought to wake. The nerves are still tense, and little by little the system is shattered, even though one may not be conscious that the process is going on. One reason why people break down so much more commonly in our large American cities than in European cities of the same size, is not because they have to work so much harder, but because our cities are so much noisier. Day after day and night after night the din keeps hammering away until at last our powers of resistance are exhausted. Accordingly, even if one cares nothing about the sick, or about the multitudes of people who are physically distressed by noise, one ought to realize that one's own constitution is being insidiously undermined by living in a constant uproar.

Economically also this question has an important aspect. Cities that regulate these matters and suppress unnecessary din are more

desirable places to live in than those that do not control it, and real estate is proportionately more valuable. Cities where the hoodlum element prevails, and where there is a perpetual carnival of racket, are undesirable places of residence for decent people. A large part of the attractiveness of the European capitals to families of means is due not merely to the way in which they protect the eye from ugly objects, but also to the way in which they protect the ear from ugly sounds. Landlords, business men, and tax-payers, accordingly, should be interested in the suppression of noise as a means by which our city can be made a more attractive place of residence.

Many noises are unavoidable in a city of any size. Railway trains must pass, trolley cars must run, vehicles must traverse the streets, machinery must be employed in factories, the construction of buildings must go on. Some noise is necessary, but this is all the more reason why unnecessary uproar should be avoided. Whistling of trains in passing through the city limits is unnecessary, and so is the constant whistling of shunting engines in the freight yards. A recent protest on the editorial page of the *Boston Herald* will apply to considerable that goes on within our own city limits.

"To the Editor of the Herald: —

Within a few years there has come in use on steam railways a series of whistle signals which, in some towns, at least, have rendered life for many unendurable. Indignant protests are read in the papers or are heard by the railroad commissioners. In towns where this intolerable nuisance is permitted, real estate in the vicinity of the freight yards is rendered almost worthless for residential purposes; many citizens are driven into the country to escape the noise, and thus spend their money elsewhere. One is justified in asking why hundreds are denied the comfort of health-giving sleep in order that brakemen may be told to perform some duty at the end of a train. Why shouldn't a hotel have a steam whistle and wake up half the town to inform a porter that a trunk is to be taken up? It would be just as reasonable. Formerly these signals were given by the waving of a lantern, flag, or arm, or by the voice. Is it not possible to have a megaphone or a boatswain's whistle, or possibly a gong upon which signals might be sounded?"

Trolley cars must run through our streets, but it is unnecessary that they should have flat wheels that bang at every turn, or that their trucks and machinery should be so loose that they make more noise than an express train at full speed. It is also unnecessary that there should be switches and cross-overs that rattle so terribly at to make all the houses for a quarter of a mile around unlivable. Automobiles must run in our streets, but it is not necessary that they should race down Farmington Avenue from Prospect Street to Main at a speed of forty miles an hour blowing the siren all the way to give pedestrians some small chance of avoiding being swept into eternity. Let the speed law be properly enforced and the horn nuisance will largely disappear of itself. Horses and carriages must pass through

more than fifty dollars for each offense; and such person shall be deemed guilty of a separate and distinct offense for every day during which such person shall continue such violation."

"1452. RAILS — PILLARS. All rails, pillars, and columns of iron, steel, or other metal, which are being transported over and along the streets of said city upon carts, drays, cars, or in any other manner, shall be so loaded as to avoid causing loud noises or disturbing the peace and quiet of such streets, under a penalty of not more than twenty-five dollars for each offense."

"1453. HAND ORGANS. No person shall use or perform with any hand organ or other musical instrument or device for pay or in expectation of payment, in any of the streets or public places in the city before nine o'clock a. m. or after nine o'clock p. m. of each day, under a penalty of not less than ten nor more than twenty-five dollars for each offense."

St. Joseph, Mo., passed some time ago an ordinance restricting, or rather prohibiting, the blowing of trumpets, horns, etc., by venders of ice cream and other articles, disposed of from wagons, in the city. This was passed at the instance of certain unions and organizations whose members, working at night, found it impossible to sleep in the day time. It appears accordingly, that a number of our more progressive American cities have taken this matter up and have done much to suppress unnecessary racket.

Here in Hartford nothing has been done as yet. Your Committee has just been organized so that it has no specific recommendations to make at present. We intend during the coming winter to carry on investigations as to what has been accomplished in other cities at home and abroad, and in the light of this information to present to the Municipal Art Society recommendations for the inauguration of a campaign of education and for the submission of a draft of proposed ordinances to the Common Council of the City of Hartford.

Respectfully submitted on behalf of the Committee,

LEWIS B. PATON,

Chairman.

THE HOUSING QUESTION.

GEORGE A. PARKER.

Germany has made the greatest advancement in the solution of this question, so is considered first. While what Germany has done may not be applicable to cities where the national and municipal government is less autocratic, yet it is of great interest, and all nations are going to school to her. The government of German cities is as purely a business proposition as the management of our department stores, while our cities' government is political, yet the principles evolved by German methods seem fundamental and worthy

of careful consideration. Briefly stated, the lessons of Germany are these:

First. — That the housing question can only be solved when combined with the land and credit question and city planning.

Second. — Their cities are laid out as they believe they ought to be. Private ownership does not control, although owners are favored as far as possible.

Third. — Lands, which, on account of the plan, are left in undesirable shapes, conditions or usefulness, are expropriated, and redistributed, giving to the former owners as nearly as practicable the land they owned, especially the house they lived in. Lands whose value is destroyed by the improvements are paid for in full.

Fourth. — Estates cannot be laid out for building purposes by private owners at their convenience. They are laid out by the city, for low rents can only be maintained by an abundance of land ready to be built upon. The outlying lands are plotted several years in advance of their probable use, but worked as needed. Damages and betterments are determined at the time of the layout; as is the price of the land when sold, the city receiving the unearned increment.

Fifth. — The city buys land in fee simple, allowing people to build upon it for a ground rent. So common has this become that a landless city is a rarity in Germany. The more land a city owns the better off they are considered.

Sixth. — While they recognize the fact that building houses for an investment, must necessarily be by private enterprise, yet by judicious competition with public lands and public tenements, the cost of lands, houses, and rents can be kept reasonably low.

Seventh. — Rent is considered high when it exceeds one-sixth a man's earnings; tenements scarce when less than four per cent. of the total number of tenements are empty; more houses are needed whenever a man who can pay one-tenth of the cost cannot find a suitable place to build upon, or buy. Some cities provide houses for all men who are willing to begin saving the ten per cent. necessary and rent him a house to live in while he is saving that amount.

Eighth. — When a man has one-tenth to pay down, the city or a loan association authorized by the city, loans him the nine-tenths. If a man does not meet the conditions of the loan, it is taken from him, or he can sell his interests to another, or the city will at any time buy it back at a price agreed upon at the time of purchase. So that if a man desires to move from one city to another, he can always sell to the city, if to no one else, making it about as easy to change his residence as if he paid rent.

Ninth. — These loans are compulsory, if the man fulfills the conditions. They also have compulsory life, accident, sickness and old age insurance and the money obtained from these insurances, is used to make the loans from.

Tenth. — The result seems to be a safe business proposition for the man who builds, the loan association, the city, and the nation.

The whole matter while simple in principle is complex in practice, and has many limitations. The statements I have made are very broad, intending to give general principles, and are subject to many exceptions and limitations. It is too long and complex a matter to give in all its modifications in one evening.

Eleventh. — The building laws are exacting in their requirements, and rigidly enforced. Only a certain per cent. of the land can be built over, varying in different localities. The height of the building is limited; the width of streets, sidewalks, shade trees, sewers, water, etc., are provided for, a minimum number of cubic feet of air space to each person living in a tenement, children under 10 counting as half a person, a minimum number of square feet of floor space to a person; a certain ratio between the area of floor and the area of window openings; a separate outside entrance to each tenement; a separate water-closet, and other details which show consideration for health and happiness of a man and his family, making life worth living, for all have the opportunity for a home, and stopping to a great extent the emigration from Germany, which was so large only a few years ago.

Twelfth. — The Germans have a way of dividing their cities into districts, giving each special privileges and restrictions, and while in a larger and general way each district contributes to the city as a whole, yet it may have certain things for its residents' own advantage, which they pay for separately. Further, if the city as a whole does certain things for a specialized district, the cost of it remains as a lien upon the land, not to be collected as long as the district does not change its character; but to be collected if the district does. To illustrate: If the city lays out, builds and improves streets at the city's expense, and does not collect upon abutters, the assessments are laid, becoming a lien to be collected if the district is changed from a residential to a commercial or manufacturing district. If it does not change its character, it is never collected.

Thirteen. — The transportation problem to these homes is a municipal problem and not a private enterprise. They believe that the rich and the poor should live together in the same district, and that the segregation of the classes will result in failure.

England has done much, very much, to rectify the housing evil, if measured by the number of houses that have been built or repaired and the thousands of people who have been benefited, but with all her doings, she has not kept pace with the growth of the evil.

Englands methods are twofold. First, One or more city blocks, or sections of blocks, are condemned as unlivable and impractical to renovate, except by demolishing all the buildings, relocating the streets and rebuilding. The process of condemnation is somewhat intricate, and requires an Act of Parliament to make it effective. The renovation work of Liverpool is a good illustration of this method.

England's second method provides that separate houses may be condemned by the health officer, and declared as unsanitary. The

owner is notified and a statement of repairs required given him. If he does not begin repairing within a reasonable time, the house is condemned as uninhabitable, after which no rent can be collected. If he still persists in not making repairs, say, for three months, an order to demolish the building is issued, and the building comes down. Birmingham is a good example of a city which has tried to renovate its congested districts by this method.

There are several large and beautiful examples of garden cities in England, and the movement towards improving the housing is good and strong, but not sufficient to meet the needs. It would seem as if nothing short of a national system for city planning can successfully meet this question. And that England has not yet done, but has under consideration.

Although I have seen but little account of how Sweden is succeeding in her housing problem, yet the national act providing for it seems very complete. It affects the whole nation, and provides that every town shall have prepared for it a plan for its general arrangement of streets and building areas, and all buildings afterwards erected must conform to it. The law, which is not long, seems to provide much that is considered desirable, and to be based upon the experience of Germany and other countries.

Italy's system differs from others in that it provides that all cities may have plans, which when adopted, need not go fully into effect until after a term of years, not to exceed twenty-five years, but new work must conform to it.

In Austria, town planning legislation and administration is very much like Germany. The other nations of Europe have done but little as a whole, but some local conditions have been met that might be classed with town planning and housing.

When it is realized that these questions as now existing are hardly twenty years old, and have been active only about ten years, it will be seen that much progress has been made, and the proposition that a city is responsible for decent housing of all the people within its borders will sooner or later prevail.

What has been done in the United States? Like other countries it has recognized the evil; but, here, where every man is a sovereign, his land his kingdom, and his house his castle, and where we deal with each other, as one nation deals with another, by treaties, we are up against private ownership of land, the invested interests, the independence of every man, and the traditions of the country, which do not willingly allow a purely private affair to become a public work. This country was settled by men who came here to establish that principle and get rid of public officials meddling with private matters. It is not probable we will change. But, during the last half century the industrial city has come into being with many very large problems, not the least of them being the adjustment of communal interests with private interests. This is the great question, and private interests and personal rights must give way to what is best for the

city as a whole. We see the beginning of this in legislation of the last twenty years, but the tendency seems towards radicalism. I believe with all my strength in the necessity of the conservation and protection of those forces which gave this nation form in the beginning, which has made its growth possible, and has brought us to our present state of development. It seems to me that much has taken place during the last ten years, and that what is taking place today threatens the results of the very life work and suffering of our forefathers, and I would do nothing that would increase that danger. I consider the German method of housing impossible in this country, because it would violate the foundation on which this nation is built. This question cannot be settled by imitation; it must be settled by original research. That research has been going on with us in a haphazard sort of a way for fifteen years. My hope is that it may be taken up carefully, seriously, persistently, without prejudice, but never wavering, never halting until the question is settled right. United States as a nation does not interfere with the domestic affairs of the states, yet she has collected and is continually collecting information and statistics as to the cost of living, wages paid, hours worked, the purchasing power of money received, and all phases of domestic or manufacturing life. If there is anything she has not collected information about, I do not know what it is. This work is very thoroughly done through her Department of Commerce and Labor for this country, and through her Consular Reports for other countries. There are some mighty interesting things to be obtained from these reports, and no one interested in his own welfare, or that of his city, or state can afford to neglect them.

What have other cities done? New York City made the first great move, with its tenement house laws and commissions. Philadelphia has loan associations which have enabled thousands of people to own their homes. Baltimore has a land rent system which gives the same results. Other cities are doing more or less, but not so different in method as to call for special mention now.

What has Connecticut done? Two things.

First. — Over twenty years ago she created a Bureau of Labor Statistics, which has since then patiently worked to gather together and publish the facts and conditions of its working people. There are twenty-two Annual Reports, besides the Bulletins. I wonder how many in this room have ever read them, or any part of them.

Second. — Four years ago was passed the Tenement House Law, which has done much to correct the defects of the interior of tenements, and to provide for certain open areas around them. It has resulted in much good, and seems to be sufficient to allow an investigation of the housing conditions in this state, especially if taken in connection with the Act creating the Bureau of Labor Statistics, and defining the duties of the Commissioner of Labor.

What has Hartford done? But little officially, but considerable by her citizens. A few years ago the Civic Club caused a house to

house canvass to be taken of all tenements. A most valuable report followed. The churches, — I think it is the churches, — have a committee of which Rev. Dr. Miel is chairman. A mass meeting held last spring at the Park Church appointed a large committee, and a few thousand dollars were conditionally subscribed. The City Council appointed a committee of its members; and a committee to investigate the tenements occupied by colored citizens was put to work by the Mayor. But best of all, the citizens seem quite generally interested in the matter.

In speaking with me about the tenement house problem, nearly all seem to think it is the question of the east side slums, so-called, those occupied by colored people, or especially poor people. Now, that is not the housing question at all; that is the question of the poor, of those whose poverty is their own destruction. The tenement house question in Hartford is the six tenement house blocks which are going up in our city, new and built under our modern tenement house law. It is the question of how the laborer, the mechanic, the fairly well-to-do middle class, are housed.

Does it seem as if I had gone too far afield, and that it would have been better had I confined myself to conditions in Hartford? My reason for wandering so far is that it seems impossible, from local conditions, to get an insight as to what exists and the remedy for them. An Englishman after commenting upon the result in England, said, "It is not a local question; it is something no city can determine alone; it is a national question." We are so bound up and familiar with local surroundings, so much a part of them, that we cannot diagnose our own case. And, when I notice the complacency, the feeling of pride even, which Hartford people have in their new tenement blocks, as if they were all right, — and they are, if the Tenement House Law is the standard, — yet sooner or later they must make trouble, for a satisfactory life cannot be led in them. It is no place to bring up children. The housing question will not be rightly solved until those who live within the city's borders have full opportunity to develop the best there is in them and not be handicapped by their home surroundings.

THE BILLBOARD CAMPAIGN.

A paper presented at the Annual Meeting of the American Civic Association
at Pittsburg, by H. Leonard Beadle.

Hartford brings hearty greetings to the American Civic Association assembled in Pittsburg. If Hartford must speak of its bill boards outside of the state, it is glad to do it here. Above the roar and din of Pittsburg's stupendous steel works there has come to our ears the fame of her bill boards. We hear that they are rivals of the Carnegie Institute in the matter of fame and pictures also.

We have to admit that Hartford has the bill board problem, too, and, in common with other similarly afflicted cities, we have begun the task of its solution. As much as seven years ago a woman's organization — the Civic Club — took the first official action in Hartford, looking to the mitigation of some of the worst evils of the bill boards of our city. To them belongs the honor of being the pioneers in efforts for improvement. At that time the censorship of play bills and posters lay in the hands of an amusement committee of the city council. This committee received free admittance tickets for all plays and exhibitions. For several years and until this power was taken from the amusement committee and vested in the Mayor, the Civic Club made it its business to see its members using their influence to keep out bills and posters that were indecent or otherwise obnoxious.

It is interesting to learn from the President of this Civic Club that the effect of their persistent work, continued through several successive years, finally became apparent in a change in the character of the bills sent to Hartford so that they were more and more of plain type, cutting out the pictures to a large extent. Other organizations, subsequently in various ways, recognized the bill boards, either by the appointment of committee, passage of resolution, or otherwise — notably the Federation of Churches and Municipal Art Society; and the Secretary of the Board of Trade in the successive annual reports deals with the matter at some length.

But last winter saw the birth of a new endeavor in Hartford along this line — the inception of the United Committees' Association for Billboard Regulation, an organization which we hope is permanent, has for its sole object this one thing, and is, we believe, destined to do much toward the ultimate solution of the question. It came to birth in this way: In a meeting of an organization called the Landlords and Taxpayers' Association the matter of bill boards was introduced and, as a result of its discussion and in the face of considerable opposition, a committee was appointed to investigate the subject and report back to the association. Immediately upon beginning its work the committee found the subject to be of such magnitude that in making its report it asked to be given power to invite the co-operation of other bodies naturally interested, in calling a conference for consideration of the matter. This power was granted. Invitations were sent to about twenty societies, and a meeting held, composed of representatives of most of the bodies invited.

A resolution was adopted at this meeting calling upon all societies willing to join in a concerted movement for the abatement of the bill board nuisance, to appoint or elect three members each, of a body to be called the United Committees' Association for Bill Board Regulation. In response to the invitations sent out in accordance with this resolution, about twenty-five societies chose their respective three members each of the United Association. These representatives in most cases were given power to act for the creating organization without reference. The co-operating bodies may be roughly

classed under three groups, according to the character of their interest in the subject:—

First.—Moral and Educational Interest: Federation of Churches, Hartford Christian Endeavor Union, W. C. T. U., Y. M. C. A., Young Peoples' Baptist League, Social Settlement, Hartford Woman's School Association, Unity Club, Get-Together Club, College Club, Current Topics Club, Motherhood Club, Neighborhood Club.

Second.—Business and Civic Interests: Board of Trade, Business Men's Association, Manufacturers' Association of Hartford County, Landlords and Taxpayers' Association, Civic Club, Consumers' League of Connecticut, D. A. R., Phoenix Mutual Club.

Third.—Artistic Interests: Arts and Crafts Club, Municipal Art Society of Hartford, Connecticut League of Art Students.

We hope to enlist still other societies under one or the other of these three lines of interest: for the bill board question makes its appeal strongly from the standpoint, first, of public morals and decency; second, to the business interests and those with civic pride; third, with great force to those who love the artistic and the beautiful and are eager for it in our city life. And, because of this threefold aspect, we are able successfully to enlist in one movement and combine in one organization all the diverse and varied societies enumerated.

The Committees' Association met with about seventy-five members and perfected organization, choosing a president, vice president, secretary and treasurer and an executive committee composed of these officers and five lay members in addition. One of the first acts of the new association was the appointment of a special committee to prepare and introduce into the city council a resolution instructing the city engineer to make an enumeration of all the bill boards in the city. This resolution was drafted by our committee, introduced and passed, and, in accordance with it, the city engineer made a canvass of the city and a very careful and comprehensive report to the city council, giving: (1) location; (2) owner of land; (3) size of sign; (4) height of bottom above the ground; (5) owner of sign; (6) character of advertising; (7) conditions of supports; (8) relation to street or building line.

This report proved to be a very interesting document. It revealed the fact that there were 255 boards with a total area of 102,530 square feet. This would make a board ten feet high and about two miles long. The largest board contained 18,340 square feet. Moreover many of these were over the building line, in some cases many feet.

It will be readily seen that in this report our association's work has an official basis of great value. In the first place we have the exact dimensions of our local problem. Then we have the ownership of both sign and land and all in a public document. We had this report printed in abstract in the newspapers and expect to make further effective use of it in many ways. Of course, the city could

proceed for the immediate removal of those boards over the building or street lines. Whether or not as a result of all this and the publication of much of it in the papers, is not definitely known, but certain it is that about this time there came to pass what we had come to look upon as the impossible: namely the removal of all the bill boards on Asylum Hill. For years these signs had been a source of shame to all lovers of Hartford, lining one side for nearly a block of the only entrance to the beautiful residential hill district and traversed daily by hundreds of school children and high school students. There they have stood for years in spite of all the protest and criticism leveled against them.

About this time two gentlemen closely identified with the bill pasting business called upon the mayor and volunteered to remove the boards on Asylum Hill saying, I am told, that they took the action voluntarily in deference to public opinion, but they refused to be coerced in the matter. The Civic Club wrote thanking these gentlemen for their action. Be all this as it may, the signs are all gone now. We may not claim credit for these mercies, but we are devoutly thankful just the same.

Soon after this, vacation came to pass, election, etc., and a pause in the association's work. Now we are ready to begin again. What of the future? One of our problems, of course, is to make a committee of seventy-five really a live, earnest, enthusiastic working body. It must be subdivided for effective action. Possibly this plan will be followed making sub-committees as follows: (1) Executive (already created). (2) Legal and legislative. (3) Finance. (4) Publicity and printing. (5) Exhibit or photographic committee. (6) Information and data committee.

These committees are to be small — say seven members each, and to be charged with the general work of the association appropriate to each. The remainder of the association will be organized into a committee on local conditions. This committee will be given the task of taking in hand the local sore spots and working in all legitimate ways, day and night for their mitigation or obliteration as the specific cases may demand.

With the executive and legal committee will lie the work of determining the legitimate functions of the billboard, its limitations and its present legal status; the preparation, presentation and passage of suitable state and municipal legislation looking to a permanent, fair and complete solution of the general problem. We are inclined to the position that there is a place for legitimate outdoor advertising and a large part of our work I am sure is to derive by patient and faithful effort those means and measures that shall permit the proper use of the outdoor sign in suitable places and at the same time to effectively and everlastingly eradicate the features that are unsightly, unsanitary, dangerous or indecent. Various specific measures have been urged upon our association; for instance: A square foot tax by the City on all outdoor signs — the elimination of all pictures

making the bills of text only, regulations as to uniform size and conditions as to building lines, etc., etc. Of these suggestions, that providing for the elimination of all pictures and restricting bills and posters to text only seems to promise the most as a simple means of curing some of the worst evils. But to none of these proffered remedies are we ready as yet to commit ourselves in hard work until the general questions involved have been determined by our legal committee and we have a sure and stable basis for a forward move. This, however does not involve any delay in getting rid of signs, admittedly out of place, dangerous or unsanitary. This work we shall hope to press at once.

This history of our experience so far and the details of our getting to work in Hartford are probably of but passing interest to this meeting. But the vital fact in our experience, interesting and perhaps suggestive to all engaged in work against the bill board nuisance anywhere, is the possibility of combining for effective work such an array of religious, educational, business, civic and artistic interests, touching so many people as to make the creation of public sentiment on the subject a comparatively easy matter.

Credit for the conception of this the "Hartford Idea" must properly be given to a Hartford member of the American Civic Association — Mr. F. L. Ford, who has consented to present this paper.

In closing we wish hearty success to Pittsburg in getting rid of her bill boards and any others that are setting about it. Let us all help each other in the good work.

Since writing the above report, the unsightly array of boards at the corner of Pearl and Ford Streets has been removed through the co-operation of the owners and lessees with the United Associations' Committee. The condition of this corner before and after their removal is shown in the frontpiece of this bulletin.

We have secured the passage through the legislature of an Amendment to the Charter of the City of Hartford making specific its powers for Billboard Regulation. The Executive Committee is now at work upon a Model City Ordinance covering the matter for recommendation to the City Council when approved or amended by the Committee as a whole.

For much that has been accomplished we are indebted in great measure to the co-operation of Mr. E. A. Sessions and Mr. H. H. Jennings, who are largely interested in the billboard business in Hartford.

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1915
PUBLICATIONS OF
THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT

BULLETIN No. 12

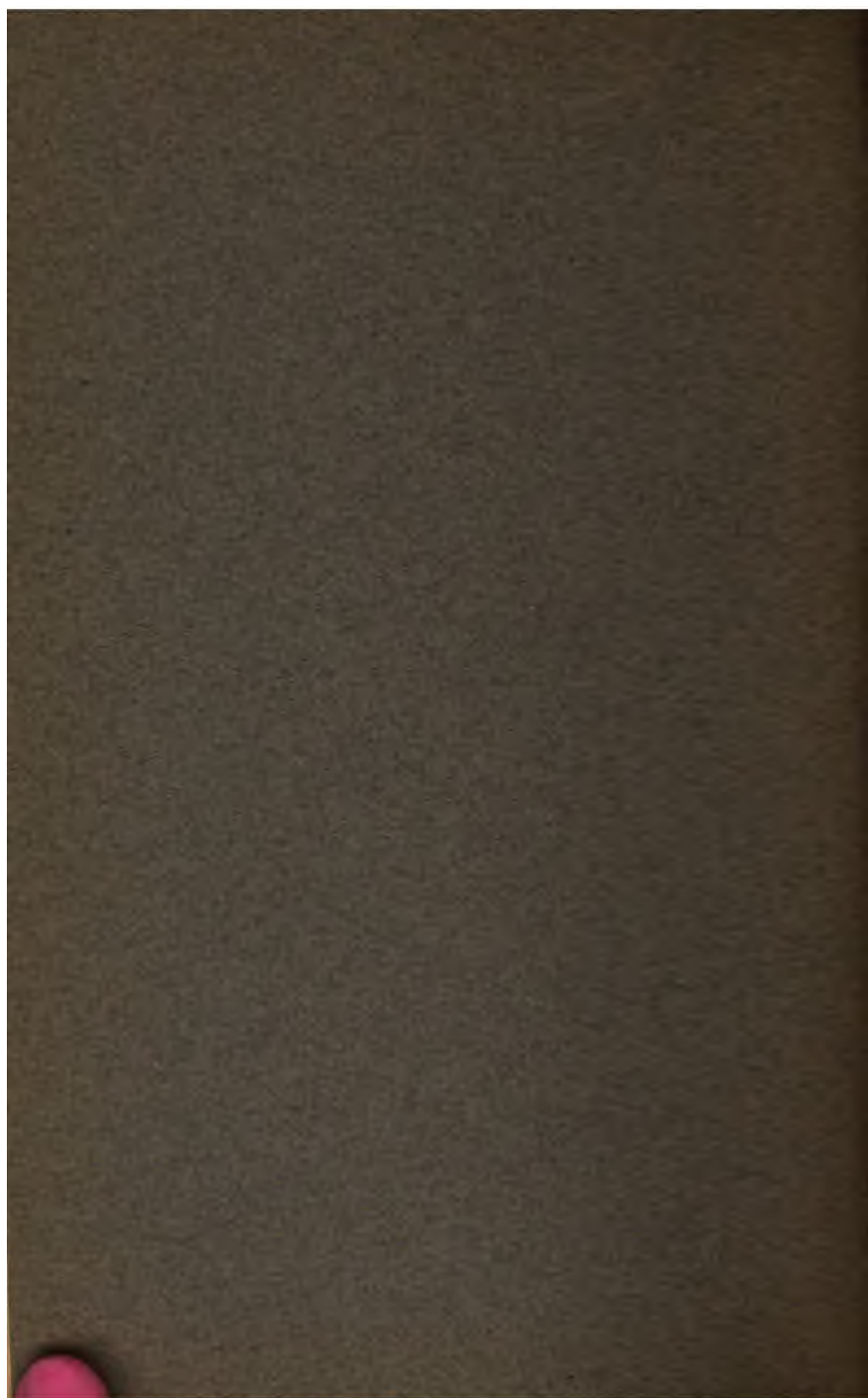
STREET NAME PLATES

An Investigation by the Committee on
Street Fixtures and Advertising Signs



Organized 1904

HARTFORD, CONN.
PUBLISHED BY THE SOCIETY
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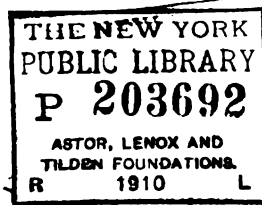
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PUBLICATION NOTE

In accordance with the policy of the Municipal Art Society to publish bulletins from time to time on various phases of municipal improvement, the following resolution was passed at a meeting of the Directors on June 18, 1909:—

Resolved : That the data collected by the Committee on Street Fixtures and Advertising Signs in its investigation of street name plates be published as Bulletin No. 12 of this Society; and that a sufficient appropriation be made to cover expenses of printing and distribution.

PUBLICATION COMMITTEE.

*Hartford, Conn.,
June 19, 1909.*

STREET NAME PLATES.

Compiled by Hettie Gray Baker, Clerk of the Committee on
Street Fixtures and Advertising Signs.

INTRODUCTION.

At a meeting of this committee held in November, 1908, the question of the best street name plate arose. After careful discussion it was voted to make an investigation of the systems in use in large or representative cities in this country and abroad, before taking further action.

Letters were at once sent to the city engineers of a number of American and English cities, and to several American consuls in Europe, South America, and Australia. The response was prompt, a large proportion of the cities replied, and many of them not only gave thoughtful replies to the questions, but sent sample signs, photographs and prints of one sort or another. The results were interesting and showed great diversity of detail, though the underlying principles are practically the same everywhere.

We are very glad of the opportunity to express here our thanks for this co-operation, and to acknowledge our indebtedness to the officials of various departments of these cities, to American consuls abroad, to sign manufacturers, and especially to Mr. Robert P. Skinner, Consul-general at Hamburg; Mr. John A. Brodie, City Engineer of Liverpool; Mr. Thomas Nisbet, Master of Works in Glasgow; Mr. Robert Hoffman, Chief Engineer, Cleveland; Mr. William F. Gale, City Forester, Springfield; Mr. Walter C. Allen, Electrical Engineer, Washington, D. C.; Mr. John J. Drumm, Foreman Division of Street Signs, New York, to the New York Municipal Art Society and Professor Henry A. Perkins.

Throughout this report we have had in mind only the cities which have grown to such size that the problem of how best to "sign" their streets is a pressing one.

Letters of inquiry were sent during November to thirty-one cities in the United States; two in Canada; four in the British Isles; four in Australia; eight in Europe and two in South America.

By May 1st, the following had been heard from:

UNITED STATES: Albany, Boston, Charleston, Chicago, Cleveland, Dayton, Detroit, Galveston, Los Angeles, New Haven, New York, Newton, Portland (Maine), Providence, Philadelphia, Richmond, San Francisco, Seattle, Springfield (Mass.), Washington, Worcester. (22)

CANADA: Toronto. (1)

BRITISH ISLES: Edinburgh, Glasgow, Liverpool. (3)

AUSTRALIA: Melbourne, Sydney, Wellington. (3)

EUROPE: Berlin, Christiania, Dresden, Hamburg, Paris, St. Petersburg, Stockholm, Vienna. (8)

SOUTH AMERICA: Rio de Janeiro, Buenos Aires. (2)

Total 39.

We have also been in correspondence with six manufacturers, who sent sample signs and house numbers, and gave us much helpful information.

Our circular letter covered the following points relative to street name plates:

1. The sign itself: size, size of letter, color, shape, whether illuminated, any other detail of construction. Any experience with white letters on an ultramarine ground?
2. Where placed?
3. At what height from the ground are they placed?
4. In charge of what department or official?
5. Are they specifically described in, and governed by, a city ordinance?

In addition to our study of street name plates, we wished to learn how other cities were solving the problem of house numbering, and a question to that effect concluded the letter.

It has seemed best in this report to treat each of the above topics separately, rather than to attempt any description of what is being done in one city or another. We have not hesitated to draw general conclusions nor to make confident assertions as to methods, for though the number of cities on which this study is based is small compared to the total number of cities using street signs, they are typical of their kind, scattered over the civilized world, and make up a law of averages as truly as a much greater number would do.

1. — THE SIGN ITSELF.

The result of these questions was to bring forcibly to the committee's attention the large number of cities using a blue (ultramarine) enamel sign with white letters, and the advantages of that combination of color over any other in any sign not translucent. A more detailed description of enamelled and other metal signs will be given later.

The question of illumination is a perplexing one when considering the kind of sign to be adopted. Glass signs have been practically given up in many places because so fragile, though some twenty-two thousand are still in use on gas lamp posts in Chicago, and to some extent in Washington, New Haven and other cities. Some of the types of glass name plates used in Washington are illustrated here. They are described as follows:



*Washington, D. C.
Blown glass; white letters on
clear, red glass.*

"No. 1. Blown glass; white letters on clear red glass. All corner gas lamps have such signs attached."

"No. 2. Scroll sign frames placed on 'dead' (unused) gas lamp-posts, only where streets are lighted by electric arc lamps. White ground glass with red letters. Our practice now is to use black japanned tin signs with letters put on with gold leaf in place of these glass signs. The size of these tin or glass signs is $3\frac{1}{4}$ inches high by $14\frac{1}{4}$ inches long."

"No. 3. Especially designed lanterns, placed on old gas posts, on street corners, lighted by electric arc lamps. These sign lamps are lighted each night by a small gas burner. Sufficient to make the letters stand out clearly. The signs are of white ground glass, with red letters. At times we paint these letters in black on the plain ground glass."

The use of glass signs is limited chiefly to gas lights, and they are expensive because, as stated, so easily broken.

Liverpool reports: that "small porcelain plates with the names of the streets burnt therein in blue letters are also fixed in the glass tops of the public street lamps, and these at night form illuminated name plates." These would be more durable than glass, more distinct during the day, sightly, and perfectly adaptable to nearly every kind of light.

Still a third kind of illuminated sign is used in San Francisco, — a metal, perforated sign attached to street lamps.

Each of these three types is used in New York. We quote from the report of Mr. John J. Drumm, Foreman Division of Street Signs. "On Welsbach gas lamps, this Department erects four cast-iron frames to which are attached four dark blue enamelled stencils, size $19 \times 4\frac{1}{2}$ inches, and four white opal glasses, size the same as stencils.

"On electric light posts are erected four cast-iron frames (box) to which are attached two blue enamelled street signs with white letters, size, $16\frac{1}{2} \times 7\frac{1}{2}$ inches, and two dark blue enameled stencils, $16\frac{1}{2} \times 7\frac{1}{2}$ inches, and two white opal glasses, same size as stencils.

"We abandoned the use of glass signs several years ago and substituted zinc stencils in their place."

Carefully made wooden signs are used in Boston, Detroit, Portland, Los Angeles (outside of business district), Providence, Worcester. In Portland and Detroit these wooden signs are painted blue with white letters, the latter city using raised letters. Portland reports the use of enamelled signs attached to corners of buildings, — "where there are no buildings (on the street line) we use a wooden sign, painted blue with sanded surface and white letters. These we place on telephone, telegraph or street light poles on street corners."



*Washington, D. C.
Scroll frame on unused gas lamp-posts,
white ground glass with red letters.*

Fairly typical of wooden signs is the one used in Providence, which is described as follows: "The great majority of signs are made of wood (clear white pine stock) $3\frac{1}{2}$ inches wide, $\frac{7}{8}$ inches thick, varying in length to suit conditions and dressed with a quarter inch bevel surrounding the face or outer side. They are painted white with black lettering, capitals two inches high and with a black stripe covering the bevel." Signs very similar to these, without the black stripe, are used in Worcester, except in the downtown district, where a black sign with gold letters is used.

There remains the largest class of street name plates, composed of those of metal, enamelled or painted.

Brass signs, set in the sidewalks, will be described under the next section.

A large and growing proportion of street signs in use today are blue enamel with white letters. The one objection to an enamel sign is implied in the terse statement of the City Engineer of Atlanta, Georgia. "These signs are fastened to . . . telephone and telegraph poles in the suburbs, placed about ten or twelve feet above the ground, and are used as targets by the small boy in throwing rocks." The disadvantage in this target practice lies in the fact that under such treatment enamelled signs are apt to become chipped and mutilated. (As a contrasting statement it may be remarked that an enamelled sign was sent to us from Atlanta, arriving in flawless condition, having made the journey by express without so much as a newspaper wrapped around it.)

Although valid, his objection would not apply to the business section of a city, and especially one whose streets are asphalted. It does not seem to have carried great weight in the many cities now using enamelled signs. Such signs have the very great advantages of legibility, durability and clean, bright appearance, and may be made of any size or shape desired.

The typical sign is a vivid ultramarine blue, with boldface or Gothic letters in white, three inches high, the sign four inches high fastened to the post or building with brass screws, often with a leather washer also. This allows for expansion and contraction, and does away with any possibility of cracking. The foundation of these signs is iron or steel, either metal furnishing an excellent surface for the enamel.

The sign used in Los Angeles is an admirable one, with unusually glossy surface and clear lettering. It is distinguished from other signs in that the upper and lower edges are turned over and bevelled, forming two flanges. A wooden back of the same size as the sign and with edges bevelled at an opposite angle is fastened to the post or building, the sign slipped over it and fastened by means of brass screws through the flanges. This leaves the face of the sign free from eyelets or screwheads and adds greatly to its appearance.



*Washington, D. C.
Specially designed lantern. Lighted by
small gas burner. White ground
glass with red letters.*

The bevelled edge on the signs used in Toronto and elsewhere is attractive; or, if preferred, one may have the name plate finished with a white stripe around the edge, as is done in Albany, Charleston and other cities.

It is not of course essential that the enamel be ultramarine with white letters. The reverse is often used in signs other than street name plates, and various combinations of red, green, black and white are possible. In Christiania and Berlin, for example, a white enamelled plate with black letters has been adopted. There is no combination, however, to compare with ultramarine and white for distinctness, and a sign with these colors can be read from a greater distance than any other.

Of our correspondents the following cities use these name plates: Albany, Atlanta, Berlin, Charleston, Christiania, Cleveland, Dresden, Glasgow, Hamburg, Los Angeles, New York, Paris, Philadelphia, Portland, Melbourne, Rio de Janeiro, Richmond, San Francisco, Seattle, Springfield and Toronto. The manufacturers could furnish a list many times as long.

Other kinds of metal signs were reported from the following cities: Hamburg, Liverpool, St. Petersburg, Vienna, Washington and Wellington.

The letter from Hamburg in this connection throws light on the vexed problem of chipped signs: "In thinly populated districts zinc is used as material for street signs, instead of enamelled iron, as practice has proven that enamel signs are too frequently mutilated. Such zinc signs are of a similar shape as the enamelled ones, and the letters on them are in relief, painted white in oil on a blue ground."

In Liverpool "the name plates in use are rectangular cast-iron plates, having a white background with raised letters painted black." One is shown in the accompanying print, as well as one of the illuminated signs of porcelain mentioned above.

In St. Petersburg we find the familiar blue and white, only here it is a tin-plate sign with painted letters; while in Washington the only metal sign used, black japanned tin with gold-leaf letters, may eventually give place to the blue and white enamel.

Viennese street signs closely resemble those used in Liverpool. They are "of metal with raised letters, the background being white and the letters and edge black. These signs are cast in one piece".

In Wellington the name plate is galvanized iron, painted black with $\frac{1}{4}$ -inch white letters.

The height of practically all street signs is between four and five inches, with letters from two and one-half to four inches, the trolley signs in Cleveland, described under section 2 being a striking exception. The width varies with the number of letters required.



Liverpool, England.

1. *Cast-iron plate, white with raised black letters.*
2. *Porcelain plate, blue letters, attached to street lights.*

1

BELMONT AV. 275

2

CHURCH ST.

3

LOGAN, SOUTH

4

ROCKWAY RD.

5

QUEEN ST. E.

6

BROADWAY

Blue and white enamelled signs.

1. *Springfield.*
2. *Atlanta.*

3. *Charleston.*
4. *New York.*

5. *Toronto.*
6. *Los Angeles.*

2. — WHERE PLACED.

Not the least important question to decide is where the signs should be placed, once they are procured. This brings up the questions of poles and sign-posts. Wires are being put underground, overhanging signs are forbidden, and the modern tendency is to do away, as far as possible, with everything in the streets that is not necessary, this in the interests both of safety and æsthetics.

It would seem therefore a step backward to erect, at least on crowded streets, any new posts for street signs. "Dead" lamp posts, street light and trolley poles may be utilized, and, in the center of the city, the corners of buildings. In the residence districts poles are often a necessity, but they should be slight and of graceful design. Hamburg uses in some places "a wooden pole, attractively shaped and painted (brown, as a rule), erected at the street corners;" Cleveland, "two and one-half inch iron posts;" Worcester, "a specially turned (wooden) post;" Philadelphia, "a pole with two arms to attach the signs to. These poles have been of ordinary wood and are not very expensive." In Charleston "where buildings are not available, we use iron posts, about four inches in diameter for the lower third of its length and about two inches in diameter above, the two signs for each street being placed back to back. In Berlin 'the signs are attached to lamp posts, light and trolley poles, or if there are none of these at street corners, they are attached to special iron posts. Only in very small alleyways are buildings used.'"

We received thirty answers to this question, about one-half replying, "chiefly to corners of buildings."

If the street light is available, illuminated signs are very desirable. This question has already been discussed, in section 1.

Any system of street signs is woefully deficient, which permits them to be read from one direction only. It is essential that the signs should be double, if they are to be placed on posts. In Springfield an ingenious arrangement has been devised by the City Forester, — whereby two ordinary enamel signs, fastened together by a band at either end, are slipped over a specially made, galvanized iron fixture on top of a sign post, and screwed on at any desired angle. In another patented contrivance, using a sign lettered on both sides, the sign is clamped to a bolt at the top of the pole, or to an iron bracket fastened to a building.

There is no good argument against putting a street name plate on the corner of a building, unless it be the slightly increased difficulty of illumination. Such streets, however, as have buildings on the street line are practically always in the business or other crowded districts, and should be well lighted. Charleston, using a blue and white enamelled sign, writes. "We find that the gas or electric light at the street intersection renders the sign visible," and of a similar sign in Dresden, Mr. Bywater writes, "This sign is found to be very



*Berlin, Germany.
White enamelled sign with black letters.
Set in cast-iron frame.*

legible even at night." The City Surveyor of Melbourne reports to the same effect. Of Paris, which uses also the blue and white enamel, Professor Perkins writes, "The corners of all streets are so well lighted with mantle gas lamps that there is never the slightest difficulty in reading the sign even when driving by in the middle of the street." The artistic and ingenious combination of sign post and street light used in Paris is clearly shown in the accompanying photograph.



Paris, France
Combination sign post and street light

A unique place in which to put the name of a street is the sidewalk, and yet the advantages of such a system are obvious, although hardly practicable in northern cities, on account of snow. For some years Toronto placed street names in concrete sidewalks, as well as on an enamel sign overhead, but has given up the former because of snow and the somewhat heavy expense. San Francisco and Charleston, however, still continue the practice. In the latter city a cast brass plate is set into the concrete sidewalk at each corner, with the names of the intersecting streets. The letters are of clear boldface type, one and three-quarters by one and three-eighths inches.

In Hamburg, which we have often quoted and which is one of the leading cities in the world in this as in other matters, "the local Building Department attempts as far as practicable and useful, to attach street signs on crossings on every side of the streets, so that at each street intersection eight signs are attached to four poles or to buildings if such are on the street line." It is hardly probable that such Teutonic thoroughness will be extensively copied here, but at every such intersection there should be at least signs on diagonal corners, four signs attached to two poles or buildings.

Paris, also, "signs" its streets liberally. We quote from Professor Perkins again.

"In general they are on the side of the corner house just above the ground floor, but one sees them also on fences, lamp posts, walls, on the outer edges of permanent awnings in front of shops, and in short everywhere, where it seems desirable in order to make them easily seen. In the case of posts, no special design is used, but simply any convenient lamp post.

"They are placed on each side of every corner, making eight in all when two streets cross each other; and one sees sometimes an unaccountable multiplication of signs, when additional ones have been put up, if by chance some one may have missed seeing the original one. I have seen as many as three identical signs within twenty feet of each other, — one on a fence, one on a house wall, and the third perhaps on a post. No street is too unimportant or insignificant not to have its full quota of signs. In fact the whole system seems to be based on the theory that a Parisian has a right to know just where he is, at any instant, without walking more than ten steps from any assignable point,—just as the laying out of the streets seems based on the even more exacting demand that one has a right to expect a street to take him in a straight line from any point in Paris to any point however distant. It is an admirable theory, but it makes for complexity in the map of Paris."

A practice comparatively recent, but of probably wide acceptance in the future, is that of attaching a street name plate with one end against a trolley or telegraph pole by a special arm or bracket, so that the whole sign projects from the pole and is parallel to the street which it designates. It is lettered on both sides and may be merely the standard sign with a special fixture. An entirely different sign is used in Cleveland, where "some large signs are also used with eight-inch letters in a few places, being suspended from trolley poles, thereby facilitating the reading of the street name by one riding on the street cars." For purposes of comparison, it may be noted that, as we have said, the lettering for a street sign is rarely over four inches. A sign of this type designating 97th Street may be seen in the photograph on page 18.



Berlin, Germany.

*Special iron sign post where street light
or trolley pole is not available.*

3. — HEIGHT FROM THE GROUND.

This is a question of detail, and varies with circumstances, but the general rule may be laid down, that no sign should be placed less than nine feet above the sidewalk, or more than twelve. Of the fifteen cities answering this question, the average height was ten and one-half feet. Dresden, however, reported, "seven feet from the ground"; Worcester and Cleveland, "eight feet above the sidewalk"; Hamburg, "ten to fifteen feet above the ground"; Wellington, "approximately twelve feet"; and St. Petersburg, "about twenty-one feet". To one in a crowd or at a distance, a sign either seven feet or twenty-one feet from the ground would be practically useless.



Cleveland, Ohio

Blue and white enamelled sign on sign-post. 8-in. sign suspended from trolley pole

4. — DEPARTMENT OR OFFICIAL IN CHARGE.

The logical department to have supervision of street signs would seem to be the Street Board or Commissioners, the direct control and management to be in the hands of the City Engineer, but this is true of only eighteen of our thirty-nine cities, the remaining twenty-one differing widely from these and from each other.

This is probably due to the fact that for many years in the older cities, the "signing" of streets was a most hit-or-miss affair, and that subsequently its management fell to whichever department happened to be active or convenient at the time. In New Haven the custom of placing the signs on gas lamps led to the control of street name plates by the Department of Lamps. That they are in the hands of the City Forester in Springfield is because of his remonstrance against their being fastened to trees. For information as to Philadelphia street signs one must apply to the Department of Public Safety, Bureau of Police; in Providence to the Sealer of Weights and Measures; in Washington and Chicago to the Department of Electricity; in Boston to the Paving Division of the Street Department; in Detroit and Glasgow to the Department of Public Works; in Hamburg to the Municipal Building Department; and so on.

5. — ARE THEY SPECIFICALLY DESCRIBED AND GOVERNED BY A CITY ORDINANCE ?

The results from this question were entirely negative, the ordinances wisely prescribing only the department which shall have supervision and defining its powers. The effect of too much legislation is seen in Rio de Janeiro, — "Everything of this sort (here) is regulated by ordinance or law (the city is a federal district like the District of Columbia), but there have been many changes in such rules from time to time and will likely be more, the result being that there is little uniformity".

As far as we are aware, Boston is unique in this country in requiring by ordinance that on each street sign shall be placed not only the name of the street, but the number of the ward. The advantages of this are not as obvious as of the practice in Springfield and elsewhere of putting the house number at the intersection on the name plate, and in Berlin, Dresden and Hamburg of putting both terminal numbers of the block on a sign, with an arrow indicating in which direction the numbers run from the intersection. Of these admirable plans we shall speak more in detail under section 8.

6. — MISCELLANEOUS.

Throughout this bulletin we have had occasion to refer often to a report made to us by Mr. Robert P. Skinner, our Consul-General at Hamburg. As its many items of interest are all helpful, we reprint it in full, omitting, however, the paragraph about house numbers on street signs, which appears in section 8.

"In Hamburg the names of streets are designated by order of the Senate, and, according to the Hamburg Building Police Law

(Baupolizeigesetz) of June 23, 1882, the proper signs are put in place by the municipal Building Department (Baudeputation). As a rule, enamelled iron signs are used, the letters appearing in white on a blue ground. The capital letters are about four to five inches high, and the whole height (width) of the signs is about seven inches, the length varying in accordance with the number of letters in the name of the street.

"In thinly populated districts zinc is used as material for street signs, instead of enamelled iron, as practice has proven that enamelled signs are too frequently mutilated. Such zinc signs are of a similar shape as the enamelled ones, and the letters on them are in relief, painted white in oil on a blue ground.

"On houses directly adjacent to the street line such signs are attached to the wall, on every corner, about ten to fifteen feet above the ground. In suburban districts, where houses are surrounded by gardens, on streets where the corner houses are farther than ten feet away from the street line, and on streets without buildings, street signs are affixed to wooden poles, attractively shaped and painted (brown, as a rule), erected at the street corners, and about eleven feet high.

"Such poles are frequently so arranged that the sign board points in the direction of the two intersecting streets. The local Building Department attempts, as far as practicable and useful, to attach street signs on crossings on every side of the streets, so that at each street intersection eight signs are attached to four poles, or to the buildings if such are on the street line.

"Besides these street signs, the municipal authorities attach a number of other signs at conspicuous places on public squares or streets in the general interest of the public; for instance (red iron enamelled) signs designating the location of the nearest fire alarm and police station. These signs are usually affixed above or in the vicinity of letter boxes, or above or underneath street signs, occasionally also on lamp posts. There are, further, signs in use by the Hamburg Gas and Water Supply Departments for emergency purposes which, attached to houses at short distances between one another, indicate by measurement the location of the nearest hydrants, which are usually under the pavement of the street, kept closed by a strong iron lid; also the location of the nearest locks to shut off sewer and gas and water pipes.

"In this connection it may be well to add that one of the results of the International Conference of Automobile Clubs, held on December 1st, was to advise and recommend the erection of danger signals on all public highways by means of conventional figures conveying their own meaning regardless of the language of the explanatory text. As the European touring and motor clubs are very active in

work of this kind, it will not be long before the Continent will be fairly well provided with signals of the following types." The sketches which followed were illustrative of the following text on each sign: Approach to cross ditches. Approach to sharp curves. Approach to grade crossing. Approach to cross roads.

We received from Glasgow copies of three ordinances relating to street name plates and a copy of the specifications for supplying enamel street and number plates for certain districts, sent to contractors for bids in 1907. We insert them here as offering valuable suggestions for legislation or contract bids in our own cities.

GLASGOW POLICE ACT, 1866.

SECTION 296. — The Board may from time to time fix the name by which each public or private street or court shall be distinguished, and the Master of Works shall cause such name to be put up or painted on a conspicuous part of some house, building or place at or near each end, corner or entrance of such street or court; and every person who destroys, pulls down or defaces any such name, or puts up any other, shall be liable to a penalty not exceeding forty shillings for each such offence, but it shall not be in the power of the Board to alter the name of any street or court, the name of which is marked on the Ordinance Map. (See sub-section 16 of section 3, Glasgow Corporation Act, 1908);—see below.

SECTION 297. — The Board may from time to time mark on any building or part of a building or other place adjoining any turn-pike road within the City, or any public or private street or court, such distinguishing number, in such position and style as they see fit, and may also mark thereon the position of any fire plug in the vicinity thereof; and any person who obliterates or defaces such number, or the reference to such fire plug, or who marks or suffers to be marked or to remain thereon any other number or reference shall be liable to a penalty not exceeding ten shillings.

SUB-SECTION 16 OF SECTION 3 OF GLASGOW CORPORATION ACT, 1908.

Notwithstanding anything to the contrary contained in section 296 (Power to magistrates and Council to name streets and courts), of the Act of 1866, the Corporation may as and when they consider necessary, and after notice in two or more daily newspapers, published in the City, alter by a resolution the name of any street or court, and the registrar shall, if the street be a public street, enter in the register the terms of such resolution with the date thereof.

THE CORPORATION OF GLASGOW (POLICE), WATCHING AND LIGHTING COMMITTEE, are desirous to receive Offers for supplying and fitting up, throughout the Western and St. Rollox Police Districts of the City, Enamel Street Name and Number Plates.

SPECIFICATION.

Specimen plates as to style and size of lettering and figuring may be seen on application at the Office of Public Works, 64 Cochrane Street, Glasgow.

The coloring of the plates shall be dark blue, the letters and figures shall be white.

Offerers shall guarantee the quality of the enamelling against surface cracking or exfoliation.

Each number plate shall be fixed with two No. 8 round-headed brass screws, each name plate up to six letters with three, and each name plate over six letters with four No. 10 round-headed brass screws; the plates shall be screwed flush with the surface on which they are to be fixed. Where the surface on which the plates are to be fixed is of stone, brick, or other similar material, 1-inch square yellow pine dooks, shall be driven to the depth of $1\frac{1}{2}$ inches, into which the brass screws are to be screwed (not driven).

The price for the name plates shall be at a rate per letter, and for number plates at a rate per plate, irrespective of the number of figures contained thereon. The number of letters of any name plate shall not exceed thirteen.*

The price for fixing plates shall be at a rate each for —

- (1) Name plates with three screws, fixed without dooks.. (each),
- (2) Name plates with three screws, fixed with dooks..... (each),
- (3) Name plates with four screws, fixed without dooks... (each),
- (4) Name plates with four screws, fixed with dooks..... (each),
- (5) Number plates with two screws, fixed without dooks.. (each),
- (6) Number plates with two screws, fixed with dooks..... (each),

The work shall be carried out in such a manner that no inconvenience will be caused, and the Contractor shall be responsible for any damage done to persons or property by or in connection with his operations. The Contractor shall, until the completion of the work, insure with a responsible Insurance Company against all claims under the Workmen's Compensation Act, 1906, and shall obtain from the Insurance Company an indemnity in favor of the Corporation. He shall produce his policy and the indemnity to the Town Clerk. Should he fail to produce such policy and indemnity or receipt for renewal

*When the name of a street exceeds 13 letters it is fixed up in two parts or plates.

premium within five days after being called upon to do so, the Corporation may themselves insure against said claims, and charge the premium against the Contractor. Until the policy has been issued, the production of a satisfactory cover note will, in the interim, be accepted for the period of its currency pending the issuing and production of the policy.

The accepted Offerer shall proceed with any orders immediately on receipt thereof, and shall finish the work in a thorough and tradesmanlike manner without delay. The Corporation cannot specify the extent of work necessary in each district.

The Contractor shall comply with all the Standing Orders and Instructions of the Corporation relating to contracts, particularly those annexed hereto —

CORPORATION STANDING ORDERS AND INSTRUCTIONS *re* CONTRACTS.

(a) Only persons or firms paying the standard rate of wages or piece prices to all competent workers for all classes of work, whether under Contract or otherwise, and recognising Trades Union conditions, shall be eligible to estimate for and receive Corporation Contracts.

(b) The Contractor shall pay to all competent workpeople employed by him not less than the standard rate of wages or piece prices in each branch of the trade, or, where no such standard rate or piece prices exist, such wages or piece prices as are generally recognized as fair in the trade; and in districts or places where the Glasgow scale of wages or piece prices do not apply, shall pay not less than the standard rate of wages or piece prices paid in such districts or places, or, where no such standard rate or piece prices exist, such wages or piece prices as are generally recognized as fair in the trade in such districts or places.

(c) The Contractor shall not receive any payment or consideration for any extra work over the estimated or contract price, unless the extra work has been formally sanctioned by the Committee interested before any part of the extra work is executed.

(d) If the Contractor shall be found to have offered or given any gratuity, bonus, discount, or bribe of any sort to any Corporation officer or employee, it shall be competent for the Corporation forthwith to cancel this Contract, and to hold him liable for any loss and damage which the Corporation may thereby sustain.

(e) The Contractor shall, to the satisfaction of the Corporation, provide and keep proper books, in which shall be correctly and promptly entered, from time to time, the names of, the wages paid to, and the hours of labour observed by all workpeople employed by him in or about the execution of this Contract, and shall, from time to time, when required by notice, in writing, under the hand of the Town Clerk, produce the same, or any of them, to him, or any person appointed by him, who shall be at liberty to inspect and take copies of or extracts therefrom.

(f) The Contractor shall not assign this Contract or sublet the same, or make any Sub-Contract with any person or persons for the execution of any portion of the works (except such works as are in the Specification provided to be executed by particular tradesmen), without the consent, in writing, of the Committee interested being first obtained.

Separate offers shall be made for each district, but the Corporation do not bind themselves to accept the lowest or any offer.

Offers are to be lodged with the TOWN CLERK, City Chambers, Glasgow, on or before..... in sealed covers, marked "Tender for Enamel Name and Number Plates."

Offers shall be binding on Offerers for Three Months from their date.

OFFER.

TO THE CORPORATION OF GLASGOW,
(POLICE DEPARTMENT).

GENTLEMEN:

I, We hereby offer to supply and fit up ENAMEL NAME and NUMBER PLATES in accordance with the foregoing Specification at the following rates:—

Supplying name plates.....	@ per letter
Supplying number plates irrespective of number of figures on plate.....	@ per plate each
Fixing name plates with three screws on wood....	each
Putting in three dooks, and fixing name plates to same with three screws.....	each
Fixing name plates with four screws on wood....	each
Putting in four dooks, and fixing name plates to same with four screws.....	each
Fixing number plates with two screws on wood....	each
Putting in two dooks, and fixing number plates to same with two screws.....	each

and I, we agree that this offer shall be binding on me, us at your instance for Three Months from this date.

.....
GENTLEMEN,
Your obedient Servant,
.....

7. — HOUSE NUMBERING.

Even more haphazard than the system of street signs is the method of house numbering in vogue in many cities. Of the twenty-five answering this question, fifteen reported that there was absolutely no uniformity as regards size, style, color, material or position

of house numbers; and the majority of the others that there is only a slight attempt at uniformity, although nearly all ordinances give the street department power to prescribe it, should it be considered desirable.



Cleveland, Ohio.

*House number. Iron, enamelled white
with black figure. Actual size.*

In Boston, Dayton, and Toronto, the city furnishes aluminum numbers. In Vienna the house numbers are metal, cast in one piece, white background, with raised black figures, and include also the name of the street. In Cleveland, iron enameled figures are used, three inch black figure on white ground, it being thought wiser to use such a combination for a house number "instead of a colored background, as it would not clash with any color with which a house happened to be painted, as might be true should a blue figure be used." A print of one of these numbers is given here. As in Vienna, the

house numbers in Christiania are like the street signs used in those cities. The latter city uses, too, a black enameled figure on white background, 4x4 inches. Hamburg and Paris furnish square, blue and white, enameled number plates, to correspond with the street signs, those in Hamburg having a four-inch figure, and those in Paris a six inch. In Wellington, three-inch cast brass figures are mostly used. The number plate furnished by the Corporation of Glasgow is 6x7 inches, blue and white enamel, with three-inch figures. When the occupier of a house in Edinburg fails to comply with the statutory notice given below, a three-inch black letter is painted on the house by the Corporation. Otherwise there is no uniform design. In Melbourne, house numbers are white enamel on copper, oval, with dark blue figures. Size of plates about one and one-half inches deep by two and one-half inches long.

Although leaving the individual number largely to the taste of property owners, it often happens that the system of assigning numbers is prescribed by ordinance in more or less detail. Ordinances relating to this in Boston, Newton, Worcester and Edinburg follow:—

Boston.—Document 74. — 1908: "Sec. 5. Said Superintendent shall place and maintain in one or more suitable conspicuous places, to be selected by him, in each street of the city, the name of the street and the ward in which the street is situated, as shown by the records: shall require the number of each building on a street to be affixed to or inscribed on the building by the owner, and may determine the form, size and material of any such number, and the place and mode of affixing or inscribing it."

Newton.—Ordinances, Sec. 215: "Numbers in regular series, to be designated by the city engineer, shall be affixed to or inscribed on buildings fronting on any street specified by the board of aldermen. Such numbers shall be at least two inches in size, so affixed as to be plainly seen, and of such material as may be approved by the city engineer. Plans and a record of such numbering shall be kept in the office of said engineer. The owner or occupant of any building upon any street so specified shall forthwith affix to the said building the number so designated in the manner before prescribed; and no such owner or occupant shall affix to or retain on such building for more than seven days after notification hereunto by the city engineer any number contrary to the provisions of this ordinance."

Worcester.— "Numbering of Buildings: Sec. 1. The City Council, or the City Engineer acting under the authority of the City Council, shall have power to cause numbers of regular series to be affixed to or inscribed on all dwelling houses and other buildings erected or fronting on any street, lane, alley or public court in said city, and shall have power to determine the form, size and material of such numbers, and the mode, place, succession and order of affixing them on such houses or other buildings; and the owner, agent or person having the control of any building or part of a building, shall

affix to the same the number designated by the City Council, or the City Engineer, acting under its authority, and shall not affix to the same, nor permit to remain thereon more than one day any number contrary to the direction of the City Council or of the City Engineer acting as aforesaid."

EDINBURGH. — SECTION 147 OF "THE EDINBURGH MUNICIPAL AND POLICE ACT, 1879,

(which is also applicable to the Burgh as extended by the Acts 1882-85)

Provides, The Magistrates and Council shall from time to time name the streets and courts, and number and re-number the houses, buildings, and places therein; and they may alter the name of any street or continuation of streets or courts, and cause to be affixed or painted on a conspicuous part of any house, building, or place, at or near each end, corner, or entrance to every such street or court, the name by which such street or court is to be known, and from time to time affix or paint on any house, building, or place in any street or court the number thereof; and every person who shall remove or deface any such name or number, or shall put up or continue and retain any name or number different from the name or number put up by the Magistrates and Council shall be liable to a penalty not exceeding forty shillings; and the Magistrates and Council shall be entitled to cause the name or number to be altered, and to affix the proper name or number, at the expense of the person so offending; and which expense shall be recoverable by the collector as a debt at common law."

The Statutory notice to occupiers is given herewith:

STATUTORY NOTICE.

XXIX.

THE MAGISTRATES AND COUNCIL, in pursuance of the powers conferred upon them by "The Edinburgh Municipal and Police Act, 1879," Section 147, and by "The Edinburgh Extension Act, 1896," Section 39 (for provisions of which see third page), having resolved to cause the houses and buildings in.....to be numbered throughout, especially where such numbers are irregular or wanting, or have become partially obliterated or otherwise defective, the Occupier of these premises is requested to take notice that the number of the same, viz.:..... will be painted on some conspicuous part of the premises, unless he shall, within fourteen days, cause the same to be done in a manner consistent with his own taste.

BURGH ENGINEER'S OFFICE, POLICE CHAMBERS,

.....190 .

Our Hartford ordinances resemble the above in the main. Section 110 reads as follows:—"The Board of Street Commissioners may give to each house, part of a house or lot, upon any and all streets within the city limits, a number by which it shall be known, and may alter such numbers, and renumber such houses, parts of houses, and lots upon any and all streets in the city whenever in their judgment, the public interests shall require." Section 111 provides for a public hearing before renumbering. Section 112 requires owners to act in accordance with orders,—"and in case any such owner shall neglect or refuse so to do after a reasonable notice from the Board of Street Commissioners of their action fixing such numbers, the Board of Street Commissioners are hereby empowered to remove any old number and to place upon the premises the new numbers designated by them at the expense of the proprietor."

Galveston, Seattle, Philadelphia and to some extent Cleveland, use the centenary or decimal system, one hundred numbers to the regular block. This is a plan difficult to inaugurate, particularly in cities irregularly laid out, as most of our older cities are, and one whose adoption is proceeding rather slowly. Full accounts of the Philadelphia and Cleveland schemes will be given later.

The number of feet to which a number is assigned varies somewhat in different municipalities, and in different sections of the same city. In Cleveland twenty feet is allowed for each number in the residence district, and ten feet in the business section; in Springfield the distance is generally twenty feet, but in some instances ten feet; in Detroit it is twenty feet; in Melbourne, sixteen and one-half feet; and in Toronto thirteen and one-half feet.

Odd numbers are always on one side of the street and even numbers on the other. Generally the odd numbers are assigned to the south or west side, and even numbers to the north or east.

Of Edinburgh, the Burgh Engineer writes, "Generally speaking, the practice here is to begin the numbering of a street at the end nearest to the General Post Office, which is situated near the center of the city—the odd numbers being arranged on the right hand and the even numbers on the left. Subsidiary streets are numbered in the same way from the main street off which they branch, instead of their relation to the General Post Office."

"The general practice in Hartford is to number streets from the south to the north, and from the east to the west, the even numbers being on the north side of east and west streets, and on the east side of north and south streets, the odd numbers being on the opposite sides of the streets.

"There are several exceptions to this practice in Hartford, regarding the direction the numbers run.

"The lineal space fixed for each number is usually determined by the building having the greatest number of entrances in proportion

to its frontage. On a residential street having forty-foot lots and two-tenement houses on each lot, one number would be assigned for each twenty feet, or two numbers to each lot. On a similar street having fifty-foot lots, numbers would be assigned for each twenty-five feet.

"On business streets like Main and Asylum, numbers are spaced about every ten feet.

"On account of the gradual change of many streets from residential to business purposes near the center of Hartford, the Board of Street Commissioners in renumbering such streets fix the numbers as on business streets. Then when any private residence on a large lot is replaced by an apartment or business block, with many entrances, there will be numbers enough for all doors. For this reason on some residential streets, renumbered in this manner, single houses on adjacent lots do not have consecutive numbers. They may be eight or ten numbers apart. The numbers assigned for such houses are those that appear on the numbering maps directly opposite the entrance to the houses."*

We are indebted to Mr. Benson, Chief of the Bureau of Highways, Philadelphia, for the following detailed description of the plan for assigning numbers in that city, and information as to the numbers themselves.

"This city is laid out principally with streets running at right angles. Market street, which is practically the center of the built-up portion of the city, is the central dividing line running east and west. The houses are numbered north and south from Market street and each block or square ends the numeral. For instance, all houses between Market and Arch streets, are numbered from 1 to 100 north; all houses between Arch and Race are numbered from 100 to 200; all houses from Race to Vine are numbered from 200 to 300 and so on. Again all houses running from Market to Chestnut, which is southward, are numbered from 1 to 100, from Chestnut to Walnut from 100 to 200, from Walnut to Spruce, 200 to 300 and so on. We are therefore able to designate between what blocks a street is north or south by giving the number north or south. The odd numbers are always on the east side and the even numbers on the west side of the street in each block. The Delaware river is the eastern boundary of the city. All streets running westward from the Delaware river begin with number 1, running to the first block or Front street. From Front to 2nd, the numbers are from 100 to 200; from 3rd to 4th, 300 to 400 and so on, so that by the number one can tell how many blocks west from the Delaware river a house is. The odd numbers are on the north side and the even numbers on the south side of the street.

"There is no positive uniformity as to size of figures or material used; in all of the newer houses, which have been built within the

*From "Hartford Municipal Information" Page 115. Compiled by Frederick C. Ford. City Engineer.

last 15 or 20 years, the numbers are painted on the glass transom above the front door in various size figures, some of them ranging three, four and five inches in length; in the older sections of the city, the numbers are generally printed on tin and tacked up, or fastened over the front door. The general size of the figures are about two and one-half inches. In many cases where there are porch fronts, in addition to having the numbers on the glass transom over the front door, which is shaded by the porch, the numbers are painted upon the pillars supporting the roof of the porch so that they are visible to passersby. The property owners are required to put up the numbers on their houses at their own expense."

We close this section with a statement by Mr. Hoffman, City Engineer of Cleveland, of the system of street names and house numbering recently adopted there. The forethought and care evident in formulating this very comprehensive plan, and the thoroughness with which it is being carried out are quite in line with the spirit animating the other plans for municipal improvement so extensively undertaken in Cleveland, — all tokens of far-sighted wisdom and progressive energy that are placing this municipality, as regards civic improvement, in the front rank of American cities. The statement is as follows:—

Previous to the establishing of the new system of street naming and house numbering, the City of Cleveland had considerable trouble which caused no small amount of inconvenience to business men, postal authorities, and all who had anything to do with the delivery of goods.

This trouble was due to various causes, many of which exist in all cities, or large villages at the present day, viz.:

(a) Similarity of names, such as Payne avenue and Bayne street, Penn street and Fen street, etc.

(b) Names having prefixes, which should at a glance suggest location, grouped indiscriminately in any section of the town, as East Lake and Westchester avenue, which are parallel streets, both on the east side.

(c) The house numbering on parallel streets started at the north or east end respectively, and the streets having various terminals, numbers on parallel streets would have little or no relation to each other.

(d) The placing of numbers on buildings was entirely optional with the landlord or tenant, resulting in a rather unsatisfactory way of furnishing and putting up numbers.

(e) The name and house number when given would not indicate to any person, unless well acquainted with this city, the probable direction to go in order to locate the same.

In establishing this system the various conditions encountered had to be given careful consideration, and after an extensive discussion the following system was adopted.

The city was divided into four sections, as northeast, southeast, northwest and southwest. All streets running north and south were called numbered streets with the prefix east or west, according to their location east or west of the Meridian established, making continuous thoroughfares of all short streets running in the same general direction and being continuations of the same. East and west streets were called avenues and courts and given a suffix according to the subdivision in which they happened to be located.

For the purpose of numbering the houses the following rule was established:

The avenues (running east and west) are numbered east and west of the "meridian established," beginning with 0 and increasing both ways.

Owing to the lake line being our northern limit, and not being parallel with the east and west streets, a number upon the so called east and west Meridian was established at 2,000, numbers to decrease going north, and increase going south.

In addition to providing a uniform system of numbering, the city provided new street signs and put up the proper house numbers without any charge to the tenant or landlord other than that incurred by the general tax.

To accomplish this it was necessary to pass ordinances changing the names of all the streets and thoroughfares to conform to the general system, and later amend the same so as to take care of any discrepancies that might arise.

Sections of the ordinance follow, and the copy of the city map enclosed will further aid to explain the system.

GEOGRAPHICAL DIVISION: All thoroughfares in the section bounded by Lake Erie, easterly city limits, Euclid avenue, and Ontario street, shall have the suffix N. E., meaning northeast added to the name of said thoroughfare. All thoroughfares in the section bounded by Euclid avenue, the easterly city limits, southerly city limits to the river, the river to Canal street extended, Canal street to Huron street and Ontario street shall have the suffix S. E., meaning southeast added to the name of said thoroughfare.

All thoroughfares in the section bounded by Lake Erie, Ontario street, Huron street, Huron street to the river, the river south to Cincinnati Slip, from Cincinnati Slip west to Lorain street, Lorain street to the city limits, the west city limits to Lake Erie shall have the suffix N. W., meaning northwest added to the name of said thoroughfare. All thoroughfares in the section bounded by Ontario street by way of Vinegar Hill to Canal street, Canal street to the river, the river south to the southerly city limits, the southerly city limits and westerly city limits to Lorain street, Lorain street to the river at Cincinnati Slip, north along the river to Huron street shall have the suffix S. W., meaning southwest added to the name of said thoroughfare.

CLASSIFICATION OF THOROUGHFARES: The term "thoroughfare" means all ways used or opened for public travel whatever its present designation. All thoroughfares running in a general east and west direction shall be called avenues. All thoroughfares running in the general north and south direction shall be called streets. All diagonal thoroughfares shall be called roads. All short, disconnected thoroughfares running in a general north and south direction shall be called places. All short, disconnected thoroughfares running in a general east and west direction shall be called courts. All curved thoroughfares shall be called drives.

HOUSE NUMBERING: In general one number on each side of the thoroughfare will be allowed for each twenty feet in the resident section and ten feet in the business section of the city. Even numbers shall be placed on the right hand of all thoroughfares progressing with the numbers. All odd numbers on the left hand. All avenues and courts will be numbered in blocks, the first number in each block being the 100 corresponding to the street number at the beginning of the block. Blocks running in the same direction as street numbers. The house numbers on streets and places shall in general be continuous from north to south and so arranged that numbers on parallel streets will be in the same block.

All streets and places on the northeast section shall be numbered from 1999 at Euclid avenue, backward. All streets and places in the southeast section will be numbered 2000 at Euclid avenue, then upward, progressing southerly. All streets and places in the northwest section shall be numbered 1999 at Lorain avenue, thence backward northerly. All streets and places in the southwest section shall be numbered from 2000 at Lorain avenue, upward, progressing southerly.

The Public Square shall be numbered beginning at the west intersection of Superior avenue, the even numbers around the south half of the square, one number for each ten feet, the odd numbers around the north half of the square, one number for each ten feet.

LOCATION OF NUMBERS: The numbers shall in general be placed upon the center of the riser of the top step leading to a building. Where this is impracticable, the locations will be designed by the Chief Engineer.

8. — HOUSE NUMBERS ON STREET NAME PLATES.

One of the most valuable suggestions received in our entire study was that of placing certain house numbers on the street name plates. So far as we have learned Springfield, Berlin, Dresden and Hamburg are the pioneers in this direction, but the advantages are so obvious that other cities must inevitably follow their example.

In Springfield one number only is used. This is the number at which the intersecting street crosses the main street. It is an

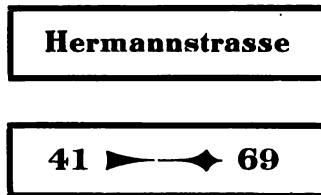
excellent plan, but does not show in which direction the numbers run, nor how many are included in a block.

These objections are met by the systems adopted in the three foreign cities named.

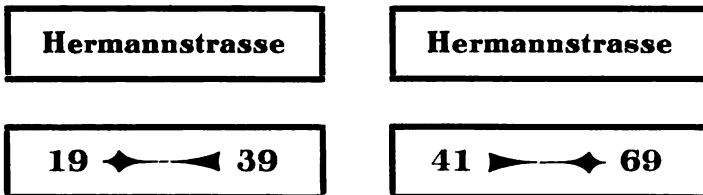
Mr. Bywater, U. S. Deputy Consul-General writes from Dresden, "Under the name of the street is a sign showing the numbers of the houses in the block, for instance, the sign reads: 'Ammon Strasse,' and underneath 'Nos. 1—20.' On the street corner at No. 20 Ammon Strasse looking toward No. 1, the sign reads, 'Ammon Strasse,' 'Nos. 20—1,' so that by looking at the sign one is enabled to perceive immediately in which direction the house number sought for is to be found."

Berlin reports that "underneath the sign giving the name of the street, a small so-called number sign is attached. On this the house numbers of the stretch of street for which the sign serves are given.

Mr. Skinner's report as to street name plates in Hamburg has been quoted in full elsewhere. Of house numbers, he writes: "In recent years the Hamburg Building Department, which is also required to furnish and attach house numbers for property owners (the same being of the same material as street signs, square, with numbers about four inches high) has begun to attach under every street sign in the city another sign of the same material and of about the same size, indicating the inclusive house numbers in the block, thus:



The signs on the opposite corner and on the other corner of the same block would, for example, bear the following inscriptions:



By means of these signs one can easily locate a certain house or other property."

MUNICIPAL ART SOCIETY OF HARTFORD

COMMITTEE ON STREET FIXTURES AND ADVERTISING SIGNS:

WALTER S. SCHUTZ, *Chairman.*

MISS HETTIE G. BAKER,	REV. ERNEST DE F. MIEL,
THOMAS BRABAZON,	WILLIAM H. HONISS,
MISS ETHEL L. DICKINSON,	JOHN M. KNOX,
MISS MABEL JOHNSON,	ERMON M. PECK,
EDWARD L. SMITH.	

The committee would be very glad to receive further information on the subject of this bulletin, and to be of any assistance within its power to cities or to individuals desiring its co-operation. Address Miss Hettie Gray Baker, Clerk of the Committee on Street Fixtures and Advertising Signs, 280 Wethersfield Avenue, Hartford, Conn.

PUBLICATIONS OF THE MUNICIPAL ART SOCIETY OF HARTFORD.

BULLETIN No. 1. Officers, Directors, Standing Committees, Constitution, By-Laws and Members, and What is a Municipal Art Society? By Charles Noel Flagg and George A. Parker — 24 pages. Hartford, 1904.

BULLETIN No. 2. The Grouping of Public Buildings, compiled by Frederick L. Ford — 85 pages. Hartford, 1904.

BULLETIN No. 3. Why Laurel Street Should Not be Extended Through Pope Park — A Protest to the Board of Street Commissioners, June 15, 1905, 8 pages. Hartford, 1905.

BULLETIN No. 4. Proceedings of the First Annual Meeting, October 17, 1905, and Some Municipal Problems by Mayor William F. Henney, 32 pages. Hartford, 1906.

BULLETIN No. 5. The Preservation and Restoration of the City Hall, 16 pages. Hartford, 1906.

BULLETIN No. 6. Proceedings of the Second Annual Meeting, November 27, 1906. Officers, Members and Reports of Standing Committees, 35 pages. Hartford, 1907.

BULLETIN No. 7. City Improvement from the Artistic Standpoint. An Address by John M. Carrère, 19 pages. Hartford, 1908.

BULLETIN No. 8. Proceedings of the Third Annual Meeting, January 25, 1908. Officers, Members, and Reports of Standing Committees, 24 pages. Hartford, 1908.

BULLETIN No. 9. Hartford Street Names — to be issued 1909.

BULLETIN No. 10. Competition for Electrolier with an "Isle of Safety" at the intersection of Trumbull and Pearl Streets, 8 pages. Hartford, 1908.

BULLETIN No. 11. Proceedings of the Fourth Meeting, November 13, 1908. Officers, Members, Reports of Committees, The Housing Question, by G. A. Parker and the Bill Board Campaign by H. L. Beadle, 24 pages. Hartford, 1909.

BULLETIN No. 12. Street Name Plates. An Investigation by the Committee on Street Fixtures and Advertising Signs, 36 pages. Hartford, 1909,

LEAFLET No. 1. Hartford: Its Points of Interest, 24 pages. 1908-1909.

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PUBLICATIONS OF
THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT

BULLETIN No. 13

PROCEEDINGS
OF
THE ANNUAL MEETING

FEBRUARY 25, 1910

Officers, Committees, Reports of Standing Committees,
"What We Can Do to Improve Hartford."



Organized 1904

HARTFORD, CONN.
PUBLISHED BY THE SOCIETY
1911

NOTE

BULLETIN No. 13 of the Municipal Art Society of Hartford is published in accord with a resolution passed by the Board of Directors March 10, 1910.

It is hoped that this condensed report of the year's work and the printing in permanent form of the letters on the improvement of Hartford will prove a source of encouragement to our members and of interest to the citizens of Hartford.

PUBLICATION COMMITTEE.

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TREASURER'S REPORT.

October 1, 1909.

GENERAL ACCOUNT.

1908.	Dr.		
Oct. 20.	To balance from last account,		\$618.21
	To life memberships received,		50.00
	To annual memberships received:		
	1905-6 account,	\$4.00	
	1906-7 "	14.00	
	1907-8 "	32.00	
	1908-9 "	168.00	
	1909-10 "	436.00	
	Advance collections,	3.00	657.00
	To contributions toward expenses of Lafayette coach at		
	dedication of Hartford bridge, .		10.00
	To interest on cash in savings banks, .		22.78

\$1,357.99

TREASURER'S REPORT.

October 1, 1909.

GENERAL ACCOUNT.

Cr.

By expenses of Secretary and Treasurer:			
Clerical assistance, addressing, mailing bills,			
notices, bulletins, etc.,	\$100.00		
Postage,	43.00		
Stationery,	23.76		
Printing notices and circulars,	5.10	\$171.86	
<hr/>			
By expenses of Committee on Exhibitions and Competitions:			
Prize — Isle of Safety competition,	\$50.00		
Bulletin No. 10 (printing),	13.80		
Cuts,	4.00		
Express, . . . . .	.60	68.40	
<hr/>			
By expenses of Committee on Printing and Publications:			
Bulletin No. 8 (printing),	\$55.00		
Bulletin No. 9 (cuts),	7.75		
Bulletin No. 11 (printing),	84.75		
(cuts),	3.82	151.32	
<hr/>			
By expenses of Committee on Street Fixtures and Advertising Signs:			
Exhibition of signs,	\$11.53		
Signs for Asylum St.,	6.75		
Stationery,	3.25		
Bulletin No. 12 (printing),	79.35		
(cuts),	24.05		
Leaflet No. 1 (2d edition),	114.00	238.73	
<hr/>			
By expenses of Committee on Dedication of Hartford Bridge (cut and photo),			
		1.15	
<hr/>			
By expense of Cushman Lecture:			
Lecturer,	\$35.00		
Unity Hall,	20.00		
Lantern,	10.00		
Printing tickets and announcements,	8.50		
Newspaper advertisement,	1.40	74.90	
<hr/>			
By transfer to permanent fund,		150.00	
By expense of Niagara Falls protection — telegrams,		10.00	
<hr/>			
		\$867.66	
By balance on hand,		490.33	
<hr/>			
		\$1,357.99	

RECEIPTS AND DISBURSEMENTS.

1900.

Receipts from all sources, \$1,357.99

Disbursements:

Feb. 10.	Parker Morse Hooper (prize for Isle of Safety),	\$50.00	
	Hartford Engraving Co. (cut for bridge dedication),	.75	
	Harvey & Lewis (photo of Lafayette Coach),	.40	
	Clark & Smith (Bulletins No. 8 and 10, and stationery),	78.25	
	A. Pindar Co. (cuts for Bulletin No. 10),	4.00	
	American Sign Co. (signs for exhibition),	2.00	
	Hettie Gray Baker, Committee on Street Fixtures and Advertising Signs (postage and express),	3.12	
	Herbert Randall (photo for Bulletin No. 9),	3.00	
	Plimpton Mfg. Co., Committee on Street Fixtures and Advertising Signs (stationery),	3.25	
	Society for Savings (transfer to permanent fund),	100.00	
April 30.	Hettie Gray Baker, Committee on Street Fixtures and Advertising Signs (photos, express, postage),	3.30	
	Clark & Smith (postage and printing),	35.18	
	Unity Church (use of hall),	20.00	
	Allerton S. Cushman (lecture on highways),	35.00	
	J. C. Hills (use of lantern),	10.00	
	Hartford Times (advertising lecture),	1.40	
	H. R. Buck, Secy. (assistance, postage, and telegrams),	27.30	
May 8.	Federation of Art Societies (dues),	10.00	
Sept. 8.	H. R. Buck, Secy. (assistance, postage, signs),	67.91	
	Clark & Smith (Bulletins 11, 12, Leaflet No. 1, printing and postage),	294.48	
	Hartford Engraving Co. (cuts for Bulletins 9, 11, 12),	32.62	
Sept. 13.	Society for Savings (life membership fees),	50.00	
	Clark & Smith (stationery),	3.35	
	H. R. Buck, Secy. (assistance and expense),	25.60	
	Enamel Steel Sign Co. (street signs),	6.75	
		<u>\$867.66</u>	
	Balance,	490.33	\$1,357.99

THE PERMANENT FUND.

1908.			
Oct. 20.	Cash on deposit with Society for Savings,		\$808.76
1909.			
March 1.	Transfer of surplus from former years, by vote of Dec. 15, 1908,		100.00
June 1.	Interest credited by savings bank,		28.81
Sept. 29.	Membership fees of two (2) life members,		50.00
			<u>\$987.57</u>
	Total cash on deposit Oct. 1, 1909,		\$987.57

REPORT OF ANNUAL MEETING
OF THE
MUNICIPAL ART SOCIETY,

February 25th, 1910.

The annual meeting of the Municipal Art Society was held on the above date in the directors' room of the Phoenix Mutual Life Insurance Company, President John M. Holcombe in the chair.

Report of the Secretary was read and accepted. Treasurer's report was read in part and ordered referred to the auditors for examination and acceptance.

The report of the committee on Street Fixtures and Advertising Signs was read and accepted with thanks.

The report of the committee on Printing and Publications read and accepted with thanks.

The report of the nominating committee was called for and Mr. Schutz read the list of those suggested for directors for the ensuing year. It was voted that the report be accepted and the secretary be directed to cast one ballot for the directors. They were elected as follows:

The officers, the Chairmen of the Standing Committees, and the following: Mrs. Charles C. Beach, Mrs. T. Belknap Beach, Louis R. Cheney, Albert Entress, Frederick L. Ford, Rev. James Goodwin, Mrs. Jacob H. Greene, Mrs. Appleton R. Hillyer, Mrs. John M. Holcombe, James W. Knox, George A. Parker, Lewis B. Paton, Mrs. Arthur Perkins, Rev. Rockwell Harmon Potter, Stanley H. Rood, Thomas W. Russell.

Miscellaneous business was called for and Mr. Schutz offered the following resolution:

RESOLVED:

That the Municipal Art Society of Hartford strongly endorses the plan of the Connecticut Society of Colonial Dames for the restoration of the interior of the old Bulfinch State House, now City Hall, and urges the City Government to make the necessary appropriation for this purpose.

Mr. Holcombe stated that the \$10,000.00 which the Colonial Dames offered was practically all raised and that a similar amount had been included in the City's budget for the ensuing year and also approved

by the Finance Board. All that is necessary, therefore, is to secure the approval of the Court of Common Council.

Answering a question as to the desirability of fireproofing the building before spending any more money on it, Mr. Holcombe said that the Council and Aldermen chambers could be made fireproof without making radical changes, while other steps of this complete restoration could not be carried out without a new city hall into which to move the offices. Mr. Schutz spoke of the educational value which the restoration of these two rooms would have and the probability that if partial restoration could be accomplished now, the complete restoration and fireproofing of the building could be carried out.

The Society can do a great deal of good work in educating the public to the value of fireproofing and preserving the building.—publishing the reasons for the location of the new adequate city building which would be required, while the restoration of the old building was being carried out.

After a discussion as to the advisability of publishing another report on the city hall restoration, during which a number of things were suggested, which might properly be included therein, it was voted, that the committee on Printing and Publication be authorized to consider the advisability of including in the annual report the letters published in the Courant on Beautifying the City of Hartford, together with such other matters as they may deem of interest in the Society.

It was suggested that a public meeting be held, headed by Mr. Ford's lecture, at which the city hall question could be discussed.

A circular letter might be sent to the members asking their interest and co-operation in getting out the vote. After much discussion it was voted that the matter of taking definite steps to influence the action of the voters of the city be referred to the city hall committee.

Voted, that the thanks of the Society be extended to the President and Secretary for their services during the past year.

The matter of delays in collection of ashes from houses for days after they had been set out on the curb was brought up by Mrs. Trapp and it was suggested that a direct reference to the Superintendent of Streets would probably accomplish the desired result. It was voted to ask the committee on Parks, Thoroughfares and Playgrounds to investigate and make such references to the Street Board as they may deem proper in the premises.

Attest:

HENRY ROBINSON BUCK,
Secretary.

SECRETARY'S REPORT.

To the President, Directors and Members of the Municipal Art Society of Hartford:

Your secretary has the honor and pleasure of submitting the fifth annual report of the work done by your Society.

The fourth annual meeting with which the work of the year began was held on November 13, 1908, at Hosmer Hall. In addition to the reports and papers which have been printed in Bulletin No. 11, Mr. Ford gave an interesting talk on the subject of Isles of Safety. He announced the conditions for the competition to be conducted by the Society, as given in Bulletin No. 10, and told of the many places in which such structures are being successfully used. Through the committee on Exhibitions and Competitions, the Society awarded a prize of \$50 to Mr. Parker Morse Hooper, of New York City, with honorable mention of Mr. A. P. Adenaw of New York City and Mr. Montague Flagg of Hartford. The Committee received in all twelve designs and models, containing most excellent ideas. The Committee held an exhibition of these designs and models in the Board of Trade room, and secured also the loan of the prize winning designs from the Technical High School competition, those prepared by Messrs. Davis & Brooks of Hartford, with Henry Hornbostel of New York, associate architect. At the same time, the committee on Street Fixtures and Advertising Signs exhibited a most interesting and instructive collection of street signs and photographs of model street corners. The exhibition attracted a large attendance and brought to the favorable attention of the citizens the Committee's idea of what might be done in these directions. Subsequently, the Board of Finance of the City included in the year's budget a sufficient amount to erect the Isle of Safety and through the efforts of Mr. Thomas W. Russell of the Court of Common Council and the co-operation of the Board of Street Commissioners, the City has let the contract for the erection of the Isle of Safety and Electrolier in accordance with the Society's design.

The Society has been interested through the year in the proposed plans for preserving the City Hall and restoring the beautiful colonial interior of at least a part of the building. At the last annual meeting vigorous protest was made against substituting white granite steps for the worn out brown stone treads at the east and west entrances. The City authorities most kindly accepted the suggestion of the Society's Committee at that time appointed and consented to order the contractor to renew the steps with sandstone instead of the more durable but unsightly granite. This action on their part secured the universal approval of those who appreciate the architectural beauties of this colonial treasure which has been inherited by this generation to be handed down, we hope, unspoiled to those who follow us.

The president as a delegate of the Society was instrumental in securing the services of Mr. John M. Carrere in the preparation of a city plan. Mr. Carrere is now at work with the City Engineer and will make a report which it is hoped will guide the growth and improvement of the City in the best direction.

Two illustrated lectures have been given under the Society's auspices. The first, on April 2, 1909, in co-operation with the Unity Club, was by Mr. Frederick L. Ford on Modern Problems in City Making, and the second, on March 17, 1909, was a talk on State Roads by Dr. Allerton S. Cushman, assistant director of the Department of Public Roads, United States Department of Agriculture. As the General Assembly was in session at the time, this was largely attended by the State legislators and was a most timely addition to the information available on the subject.

The publications of the Society have been more numerous than in any previous year since its formation. Bulletin No. 10 contains the conditions governing the competition for the Isle of Safety for the corner of Trumbull and Pearl Streets. While its details apply to this one subject it is believed that its general plan furnishes a model for any similar architectural competition. Bulletin No. 11 contains not only the usual list of members, etc., but several interesting papers, which make it twice as large as the preceding year's report. Leaflet No. 1 "Hartford: its Points of Interest" proved of so much value that it was reprinted and the second edition of 8,000 copies has been largely disposed of. Three principal hotels recognized this leaflet as an admirable answer to the questions asked by their guests and they have taken 4,000 copies, to be issued at their own expense.

In Bulletin 12, on Street Name Plates, the committee on Street Fixtures and Advertising Signs has filled a positive need and in a most admirable manner. A surprising number of requests for extra copies of this Bulletin have come to the Secretary from all over the world. There seems to be nothing in existence which covers the field of which this bulletin treats. The details regarding it will be found in the report of the Committee, which explains also the unique exhibition of signs now in place on Asylum Street. It is hoped that this work may result in a system of street signs for Hartford to which we may point as the best in the country.

Bulletin No. 9 is still in type, the additions and proofreading having proved to be a much more formidable work than was anticipated. The members of the committee on Publications have considered several new arrangements of matter on the page and have adopted a new type measure for the bulletin which will add to its usefulness. An interesting frontispiece has been prepared and it is hoped that it can be distributed to the members with the report of this meeting.

HENRY ROBINSON BUCK,

Secretary.

REPORT OF THE COMMITTEE ON PRINTING AND PUBLICATIONS.

To the Members of the Municipal Art Society:

During the fiscal year ending October 1, 1909, the Society has issued and paid for more literature than at any time in its history. The cuts and printing for the five publications paid for this year have amounted to \$386.52.

Bulletin No. 11 containing the proceedings of the annual meeting included also the papers by Dr. Lewis B. Paton on the "Suppression of Unnecessary Noises," by Mr. George A. Parker "The Housing Question" and by Mr. H. L. Beadle on the successful work of the United Committees Association for Billboard Regulation, with a frontispice showing the corner of Ford and Pearl Streets before and after the removal of the unsightly sign boards. It contained 48 pages where previous bulletins have consisted of from 24 to 36 and was issued in an edition of 800 copies at a cost of \$88.57.

Bulletin No. 9, giving the date of opening and the various names of the streets of Hartford, is in type but the many additions which can profitably be made have occupied an unexpected amount of time and it has not yet been issued. A half tone engraving has been prepared as a frontispice for this bulletin from the original manuscript record of the first names assigned to the streets of Hartford as they existed when the city was chartered in 1784.

Bulletin 12, on "Street Name Plates" was issued by the committee on Street Fixtures and Advertising Signs. It contains illustrations of the best examples of signs bearing the street names and house numbers as used in various cities of the United States and Europe. It is a 36 page pamphlet and was issued on July 15th, with Bulletin 11, in an edition of 1,000 at a cost of \$103.40.

Leaflet No. 1 issued in October, 1908, by the same Committee, satisfied such evident need that in August, 1909, a second edition of 8,000 copies was printed at a cost of \$114.00. The details regarding the most cordial reception which this leaflet has received may be found in the report of the committee on Street Fixtures and Advertising Signs.

At the last annual meeting your Committee was authorized to secure binders in which each member could have a complete file of the bulletins, but owing to the heavy expense involved and the condition of the treasury consequent upon the large amount of publication which has been paid for this year, we have not as yet felt justified in obligating the Society to this expense.

GEORGE L. GODARD,
Chairman.

REPORT OF THE COMMITTEE ON STREET FIXTURES AND ADVERTISING SIGNS.

To the Members of the Municipal Art Society:

Your Committee on Street Fixtures and Advertising Signs begs to submit the following report.

The scope of work of this Committee is wide and offers opportunity for detailed duties outside of committee meetings. There have been four regular meetings and active work has been done by sub-committees and individuals.

The first edition of Leaflet No. 1, which we compiled, on "Hartford: Its Points of Interest" was soon exhausted, and in co-operation with the three leading hotels, a second edition of eight thousand copies was printed and distributed in the early summer.

The study of street name plates briefly referred to at the last annual meeting proved very interesting and of wider extent than was at first expected. The co-operation of engineers and officials of various cities in this country, the British Isles, Europe, South America and Australia was generous, many not only answering our questions, but sending us sketches, photographs and sample street signs as well. An exhibition of these was held in the Board of Trade room at the time the designs for the Isle of Safety were exhibited.

The amount and variety of material gathered in the course of this investigation justified the publication of a bulletin on the subject, and in the spring Bulletin No. 12 "Street Name Plates" was printed, in an edition of a thousand copies. It has been widely distributed.

As a direct result of this study, which had been begun in an attempt to discover the best name plate for Hartford, your Committee secured permission from the Street Board to place blue and white enamel street signs at street intersections on Asylum Street from Trumbull Street to Union Place. On each sign is the name of the street and the inclusive numbers of the block on which the sign is placed, with an arrow pointing the direction in which the numbers run. The suggestion of having these numbers on the signs was borrowed from Hamburg and Dresden, and is, as far as we can learn, new to this country. In Springfield, Massachusetts, the number at the intersection only is given. Either of these plans is worth consideration should the city decide to adopt a new type of street sign.

Your committee does not claim perfection for this style of street name plate, but offers it as one of the best and most practical available at the present time. We erected the signs on Asylum Street as an

experiment also in determining the durability of the enamel sign, and for the purpose of submitting to the Street Board and the public a suggestion for future development.

We have sent remonstrances to the Street Board against the overhead wires which still remain in prohibited districts and against the new electric light poles; and to the Connecticut Company against designating trolley stations by painting the lower half of the poles white. As a substitute method, we suggested that in place of this, when they are repainted, the poles should be a dark color except for a band of white four or five feet wide, beginning at a point eight or ten feet from the sidewalk. This suggestion the Company agreed to adopt.

Respectfully submitted,

HETTIE GRAY BAKER,

Clerk.

Feb. 25, 1910.

IMPROVING HARTFORD.

VIEWS OF THE DIFFERENT CORRESPONDENTS TABULATED

The views of a number of correspondents on how to improve Hartford have ben tabulated and show as follows:

	Mrs. Hillyer.	Rev. F. Goodwin.	Joseph Butts.	T. S. Weaver.	J. F. Gunshanan.	G. A. Parker.	E. W. Hooker.	F. L. Ford.	C. N. Flagg.	I. A. Sullivan.	W. F. Henney.	Total.
Settle Daniels dam case and clean Park river,	1	1	1				1					4
Abolish smoke nuisance,	1	1							1			3
Greater water supply,	1						1				1	3
Widen Jewell street,	1	1	1									3
Industrial training school,	1			1							1	3
Co-operation in city departments,							1	1			1	3
New municipal building,		1									1	2
Larger trading center,						1					1	2
Better housing system,						1					1	2
Connecticut river docks,						1	1					2
Filtered river water as an auxiliary,		1										1
Municipal lodging houses,					1							1
Eliminate grade crossings,			1									1
Help workingmen own homes,	1											1
Stop girls selling papers,	1											1
Home for juvenile offenders,	1											1
District of greater Hartford,								1				1
Fireproof all buildings,									1			1
East Side improvement,										1		1
Single-headed commissions,											1	1

The following letters were published in the *Hartford Courant* in November and December, 1909, and are reprinted by permission, and by the courtesy of Mrs. Appleton R. Hillyer, who kindly lent the committee her file.

I

BY MRS. HILLYER

The invitation to write a letter to your influential paper on how to make Hartford better and greater, offers an opportunity not to be passed by unheeded.

It seems to me that the first and greatest need of our city is an abundant and unfailing supply of pure water. This we ought to have for health, safety in case of fire, and for beauty. In this scientific age it is surely not necessary to say that our supply should be filtered, but beg that the Connecticut River be

the last possible source of resort. We are willing to profit by all Springfield's progressive ideas, but we do not want to use her sewage or the drainage of her factories and that of the other towns above us, no matter how many filter beds might be installed. The danger of neglect and carelessness of detail in the methods of using such beds are too well known to give us confidence in this plan. The abundant use of water to lay the dust of all macadam streets and to thoroughly flush the asphalt streets, daily, would doubtless add to the healthfulness of the city. Then, too, we have unused fountains which fail in their mission, since a fountain without water is as great a failure as a prima donna without a voice or a comet without a tail. Plenty of water, also, would furnish the supply for the two public bath-houses which are so greatly needed, one on the east and one on the west side of the city. The thousands of baths taken at Riverside Park and at Pope Park in the brief season when cold water is a delight, prove the need of more adequate accommodations for the entire year.

Passing from pure water to pure air, I would next urge the passage of an ordinance to regulate the smoke nuisance, which is such an injury to both the health and beauty of Hartford. A smoke inspector should be appointed who should have the authority to regulate all chimney smoke; the railroads should be forbidden to coal engines within city limits, and switching should be done with either electric or gasoline engines. This latter fuel is being used by the Erie Railroad successfully.

Since the home is the foundation of good citizenship, I would urge that workmen be encouraged to own their homes, that some capital be invested in a stock company to aid them to build such homes, where the family life may be a natural life, and a beautiful life, not subjected to the evils of congested tenement regions, so demoralizing to both body and soul. The ownership of land and a home at once develops better citizenship and an interest in affairs for the common good.

From the home we pass naturally to our schools, of which we are so justly proud; but if the time is not ripe for a "trade school," may we not enlarge and broaden the industrial training already begun in our district schools? Many teachers say that it is difficult to interest boys of 14 to 16 years of age in books, but if they knew and their parents also knew that they were to learn something practical to fit them to earn better wages a little later, would they not be more content to remain in school and less eager to enter the shop or factory before they are physically ready to bear the strain of such work? Such a plan for "vocational training" would do much to solve the problems of child labor. In this connection I desire once more to join you in your opinion, so many times expressed, that newsgirls ought not to be allowed to sell papers on our streets. The windy street corner on a dark evening is a dangerous place for a little girl, both physically and morally. She does not "learn business," as has been sometimes claimed, for because she is a girl and looks pathetic she is often overpaid by kind-hearted men. It has been found repeatedly, by investigation, that the small sum she earns is seldom really needed at home, and certainly does not offset the bad manners and rough contact with street life to which she is subjected. Industry and self-helpfulness are certainly to be commended, but not at such a risk of life and character.

Hartford is not large enough to need a juvenile court, as some larger cities do, but we have a method of trying children out of police court, in chambers, as it is called, which is doing effectively what such courts accomplish. The woman probation officer does thorough work of investigation of each case under the judge's careful advice, but her work is hindered by the need of a small home or "House of Detention" where the children can be kept for a few days at a time. Sometimes there are cases where the children must be detained as witnesses or awaiting a suitable home, and at present there is no place available except the woman's quarters at the police station. This is obviously not a proper place for children, for they hear and see there much that is evil in influence. It is hoped that a small place may soon be provided where the temporary care needed for such emergency cases may be given.

One more civic improvement I beg space to present, and that is that the long delayed Daniels dam case may be at once settled, so that the banks of the Park River may no longer disfigure Bushnell Park. The simple and not very expensive treatment of the old wall about the Armory site gives us an admirable object lesson as to what might be done between the north end of Trinity Street bridge and the dam. The Hoadley Bridge will be an ornament to that end of the park, but will also serve to emphasize the unkempt and ugly condition of the river banks. If Jewell Street could be widened, and there is soil enough now deposited in the river just at that bend to do all the filling necessary, then a retaining wall built from Trinity Street to the dam, we might begin to be proud of our little stream, even if it is muddy and sometimes malodorous. Nothing could be done to more greatly improve the appearance of the center of the city, and the widened street would relieve the congestion of Pearl and Asylum streets, making a more convenient approach to the station from the center and south ends of the city.

As to the station, words failed me many years ago in which to express my opinion of the bad air and dirt of its interior and the gloom and unnecessary accumulations in the cavern under the tracks, so I leave that subject gladly in the hands of the mayor, the committee of the Board of Trade, and the long-suffering public.

Sincerely yours for a better Hartford,

DOTHA BUSHNELL HILLYER,
President of the Civic Club.

II

BY REV. FRANCIS GOODWIN

To the Editor of *The Courant*:

SIR—I think we may all congratulate Springfield upon the public spirit which has accomplished so much to improve that well-ordered city. In certain respects it has given us an example which we could well follow.

Ten years ago that city obtained such a revision in its charter as enabled it to deal effectively with the smoke nuisance, and during all these years it has had that great advantage over us, without in the least hindering the development of its manufacturing interests. This latter argument has been here constantly used to prevent any legislation in that direction, and Hartford is suffering in health and in attractiveness from the failure on account of the fear to deal energetically with the matter. This evil is now assuming such proportions as to constitute a serious menace to the health as well as the cleanliness of the city. Therefore, I consider the abatement of the smoke nuisance to be one of the first matters which should require our attention, if we are to make Hartford a better place.

In another respect we could well follow the example of Springfield and that is in making provision for the protection of our public records against destruction by fire. We have been warned most emphatically that they are at present in great peril and we know that their destruction would work irretrievable loss as well as the most serious inconvenience. In my opinion the city of Hartford should secure, while it can be done without excessive cost, a block of land large enough for all its present and future public uses. This should be, if possible, bounded by four streets. Upon a portion of this site could be erected at the present time a municipal building affording ample and safe accommodation for the public records, and also for offices for the departments. Sufficient area would remain unoccupied upon which could be placed all the other buildings which may be hereafter needed for public uses. Unless immediate attention is given this important matter, the time will pass when it will be possible for us to obtain a situation of suitable dignity and sufficiently central for such a purpose.

In my opinion also it would be wise for us to make larger use of the Connecticut River than we do, not as a substitute for the present system, but as an

auxiliary. The Connecticut River is the only inexhaustible supply of water within reach and it requires only thorough filtration to make it available for public use. If we had the river to draw upon we could have a high pressure system for the central wards that would greatly reduce the danger from fire in the congested districts and enable us to thoroughly cleanse the streets by washing and not make them nasty by sprinkling.

There are other things which will suggest themselves to anyone who considers our municipal methods, such as the greater efficiency in the administration of the city's affairs by having the responsibility of administration rest upon individuals and not upon bi-partisan boards, but those which have been mentioned seem to me to be the more immediately pressing and especially desirable. If we could have these, we would be in a position to take up any other matters as they arise.

Yours truly,

FRANCIS GOODWIN.

III

BY JOSEPH BUTHS

To the Editor of *The Courant*:

You have asked me to give my individual opinion, as a citizen of Hartford, on the great needs of the city and how a more efficient civic co-operation can be brought about. There are many things in Hartford that one could speak on for the betterment of the respective branches, but I hold that each special line in which a man desires municipal advancement should be treated by a man who is well versed in his particular subject.

I have been connected with that branch of government concerning improvement of thoroughfares, sewers and bridges. In connection therewith I am of a firm belief that Hartford would do well at once to acquire the right to control the Park River. The initial step was taken about ten years ago by a suit in court against a claimant of riparian rights, and while some minor decisions were passed on by the courts, final results are as far off as ever. I hold that the suit should be pushed, or if certain rights of a claimant exist a money consideration should be settled upon whereby the city gets control.

In full possession of the river the city should forthwith widen Jewell Street to at least eighty feet in order to relieve the constantly increasing traffic on Pearl and Asylum streets. The city should build a proper channel in the center of the river, still retaining the so-called Daniels mill dam for flooding. In dry seasons the river above said dam could be flushed by the use of water taken from the Garden Street reservoir by an independent supply pipe, thereby insuring a clean looking and healthy stream. The cost of doing such work would not be prohibitive.

The city has undertaken to consider with the railroad company a plan to eliminate all grade crossings and, while this will be expensive for both parties concerned, plans should be decided upon and work completed within five years.

It is also not beyond the city's means to appropriate money to build at least one highway bridge yearly where required, and such should be of stone or concrete.

There are many things a city must do to keep abreast with the requirements of the times and I think we have the right people to plan and so to get results in the several branches of municipal management. Of course we meet opposition and defeat at times, but where there is a will there is a way. What the city mainly needs is a force to destroy the spirit of narrow-mindedness and there is no better way to accomplish this than to embody the teachings of municipal government and what makes for the elevation of civic pride in the general lessons in all our schools. It is a slow way, but it will bring mighty results.

We have in this city of ours a Business Men's Association, a Board of Trade, a Municipal Art Society, charity organizations, a Civic Club and so forth, all private institutions tending to one end working for the advancement of the city

in growth, beauty and comfort. United action by these different organizations will bring good results.

JOSEPH BUTHS,
Street Commissioner.

IV

By THOMAS S. WEAVER

Hartford is to grow greater by increase in its manufacturing industries. It is to grow better by making steady improvement in the high standards already set in its present industrial occupations. Fortunately the manufactured products of the city have been and are now of a character that requires skilled labor, and skilled direction of that labor. Men who are trained in the broadest possible manner on the industrial side of life's activities will be needed more in the future than now, because competition will, naturally, become keener.

To provide such men Hartford has no adequate facilities. It is in the rear of the industrial procession, when compared with many other cities of the same class. Thirty-eight cities of the country have manual training or technical high schools supported by public funds; and many other institutions of similar character, but for specific purposes, exist in other cities provided for by private funds. The new Hartford High School must come within a very few years, conditions being almost insufferable at the High School today because its population has outgrown its accommodations. The new school, when it is built, should be intended for industrial training of the order that is suited to a school for the instruction of youth between 14 and 20 years. It should have the best possible equipment, the best corps of instructors that can be obtained, and the general course of study should be laid out with a view to teaching the fundamentals, broadly speaking, of industrial occupations such as Hartford now has and expects to have by its probable growth in the next twenty-five or fifty years. It should also have adequate accommodations for large evening classes made up as the evening classes of the present high school are made up, from young men already in industrial occupations, seeking to improve themselves in their accepted calling, possibly designated as "an evening school of trades," as such schools are called in other cities.

Hartford may become a greater city than it is now without such an industrial training high school, but it can never be as good a city without such a school as it will be with it. This question should be rightly settled by the citizens of Hartford before another year rolls by.

THOS. S. WEAVER,
Superintendent of Schools.

V

By JOHN F. GUNSHANAN

The Hartford Courant:

GENTLEMEN: In reply to your letter asking for my views on How to Make Hartford a Better and Greater City and as to the best method to bring about civic co-operation I beg to suggest the following:

There are a great many cheap lodging houses in the east side of our city which bring a very objectionable element there each night, and the consequence is that the men loaf on the streets in front of these places and cause great discomfort to a number of people in these crowded districts. The police are unable to cope with the matter, inasmuch as the men claim they are in front of their homes (which is practically the truth) and refuse to leave. If municipal lodging houses were erected in the north and south meadows, where this element could be lodged at night, this would do away with hundreds of the cheap lodging houses where filth and disease lurk in abundance.

Another suggestion is that of opening our public schools at night, as free reading rooms, which would be sure to grow in popularity to equal that of our evening schools at the present time. This would also take a large number of

men and boys off the streets at night and be of inestimable value to hundreds of people, both morally and educationally.

Houses of comfort should be established by all means. This matter has been discussed hundreds of times but no steps taken to erect such places. The city of Hartford has suffered much criticism in this regard from visitors to our city, who come here in large numbers each day for shopping purposes, and for sightseeing. In this connection I would also suggest that drinking fountains be erected in different sections of the city. These two innovations in our city would be greatly appreciated by the visitors as well as by many of the residents.

Another essential thing to my mind is the public bath and wash houses. These places, if established, would be a great boon to the many hundreds of people of moderate circumstances without the modern conveniences in their homes—many of them living in two and three rooms. The housewives could take the weekly washing to these places where they would have the use of hot and cold water, set tubs, etc., and in this way do away with the steaming up of their humble homes where in many cases the health of children is jeopardized through the steaming up of the rooms, the opening of windows and doors during the winter months. I believe the infant mortality would be greatly reduced each year if it were possible to bring about the establishment of places of the above description.

In answer to the question as to the best method to bring about civic co-operation—it seems to me that the Federation of Churches could do a lot of good work in this direction. By using their influence with the Court of Common Council, petitioning them to try and arouse public interest in the erection of lodging houses in the north and south meadows, as above suggested, they would be able to do a very great and good work in this direction alone, regardless of the many other channels through which they could use their influence for the betterment of conditions in our city, especially in those of the east side. By removing from the streets at night the objectionable floating population which comes to the city each night for lodging in that section of the town, they would be removing one of the grave dangers to children who are on the streets and hear the vile language used by these men (and women, too, in many cases) in their conversation while loafing in front of their lodgings for the night.

If the Federation of Churches would take up this work they would, I feel certain, receive the full support and co-operation of the better class of working people in the city of Hartford.

JOHN F. GUNSHANAN,
State Tuberculosis Commissioner.

VI

BY SUPERINTENDENT OF PARKS GEORGE A. PARKER

To the Editor of *The Courant* :

You ask my opinion as to how a better and greater Hartford and co-ordination between its factors can be established.

Hartford, the real Hartford, is not found in its lands and buildings, even though it could not be if it had not this spot to build upon, neither is it measured by the number of its population, that common yardstick for measuring cities. Neither is it limited to its schools and churches, its manufactories or business enterprises, though they are essential to its life. It is that immaterial, immeasurable, imponderable spirit of the city which in olden times might have been personified by a goddess or genii, but which our modern scientific age prevents us from naming. It is that composite spirit of all the people who now live, or have ever lived, within its borders from the time of Thomas Hooker to the day that may be passing. Every person who has ever lived in Hartford has expanded or contracted, has strengthened or weakened that force—a force more real than lands, more potent than person or class and more virile than any generation. It is this force that made Hartford a mighty influence in the formative period of

our nation and gave thought and action for its after building. Its principles have been a balance wheel for steadiness—the most valuable of all of Hartford's assets, a common inheritance of every inhabitant, a common trust which each one is responsible for.

This "spirit of Hartford," if I may use that term for want of a better, has too much virility to be seriously crippled by anything we can do, but we can help or hinder its usefulness by our actions, and to a layman it seems in danger of being weakened by commercialism, by the narrowness which comes from self-interest, and by the tremendous influx of population which knows not Hartford's traditions and principles.

In nineteen years, more people have moved into Hartford than the city contained in 1890, and of those who lived here then, probably one-half have moved away or died. It seems as if it is possible that three-fourths of our population, or 75,000 of our people, have not by inheritance the Hartford gift and must obtain it, if at all, from their environments. Where is the yeast to enliven this great mass? It behooves us to see it is of the best in quality and most active in operation.

Many have realized this and individually and through associations are doing most valuable work, but it seems to me, with my limited knowledge, that it would be an advantage if some method of co-ordination among those who have the preservation and advancement of this most valuable gift at heart was devised, so that the increased strength which comes from a united as well as from a common purpose might be had.

To prevent waste of life and vitality and to lessen degeneration it seems as if Hartford, in common with other cities, must devise a better method of housing her people. The need is here, the remedy is known, and it is admitted that congested housing is an unnecessary evil. Why, then, should it exist? Turn and twist the question any way I will, I always come to the same root, that congestion exists because it is profitable to landlords, however detrimental it may be to the tenants, and whenever congested housing ceases to be profitable a healthy, rational system of housing will take its place.

Unfortunately, individual or other efforts to provide better housing have either failed or have been carried on at a loss, or, at least, with less profit than congestion gives; therefore congestion runs rampant and improved housing is limited to a few efforts on the outskirts, indicating that a false principle is somewhere concealed in the housing problem. I have hunted for it and the only direction in which I find light is the difference between "business" and "service." Business, being work or money employed for gain, is measured by the interest or dividends received; it adds to the wealth of the country. Service, on the other hand, is what is done for us and is measured by how much we can afford to spare from our business for such purposes. It neither produces dividends nor interest. It takes away rather than adds to the sum total of financial wealth.

To have a roof to live under, walls to protect us from the weather, a place in which we can keep warm and have privacy, is primarily a service and not a business, and the false note seems to be that this service has been turned into a profitable business. Now this business of trafficking in the homes of men and women seems to have some elements of evil in it that the trafficking in their bodies and souls has. I cannot quite make it out, but in some way I am impressed that here is the root of the evil of congestion and that it has been unwittingly fostered by our laws and customs. It is an evil resulting from city conditions and cannot flourish in the country. It might not be difficult to devise laws that would change all this. It might, however, be very difficult to pass them and still more difficult to enforce them. Besides, a radical change might produce unnecessary hardships and injustice for the landlord who has invested his capital in tenements that are profitable under present laws and conditions, and he naturally would feel himself most unjustly wronged if laws and conditions were so changed as would materially lessen or possibly destroy the value of his property. The argument of the slave holder against laws interfering with the value of his property in slaves would again become applicable. To bring about the desired changes in housing, which I think must certainly come, with injustice to none,

seems to be along the line of laws, ordinances, assessments and taxation, a matter too lengthy to discuss in this series of letters. I do, however, wish to emphasize here that for a better and greater Hartford radical changes must be made in the underlying conception of city housing, which should be conservatively carried out to prevent injury to property rights or to persons.

The plan of Hartford's city streets and blocks is not from a premeditated design of the city as a whole, but has grown along the lines of natural advantages, a growth in every way similar and in harmony with all that has made Hartford what she is. I have little sympathy with a preconceived idea of a design of what a city ought to be, or with something which in another city is in every way desirable, and trying to find a place where it can be made to fit here. I do believe in enthusiasm, energy and eagerness to learn from the experience of other cities, so far as to understand the underlying principles. That, it seems to me, has been Hartford's way in the past and should govern her in the future.

Hartford's plan is primarily radial in effect. The increased population calls for an extension of that principle and intermediate broad radial streets should be located. The valleys should receive consideration for this purpose. Naturally the ridges had the greater consideration in the beginning and the ridges will always retain the local importance they now have, but the valleys must sooner or later be the great broad thoroughfares for heavy teaming and longer trips, and the use of them will make Hartford a greater city and lay the foundation for still greater importance.

Another element in our city plan which seems a source of weakness is the large city blocks. The value of city property for business is almost entirely measured by the perimeter of the block and where property runs back much over one hundred and fifty feet the interior is largely waste. It is a great waste if measured by what it ought to be and is a dangerous fire menace. An examination of the city map will show most city blocks of too large area for the greatest profit to their owners or the best advantage to the city, yet difficult to know what to do with. At the same time it is evident something ought to be done. Hartford's main retail streets are becoming congested and yet within a few hundred feet of them are lands but little used. It is like a lot of hungry people in a room with plenty of food in the next room but no door. The remedy is to cut out a door.

One of the greatest natural gifts to Hartford is the Connecticut River. This river is the greatest single natural asset that Hartford has yet the least used. It should be re-discovered and become the factor in our city life that it is waiting to be. All the lands possible along its shores should be taken for public uses and developed as needed, public docks built south of Park River and thoroughfares made to connect with them. Wawarme Avenue should be continued to New Britain Avenue; Vredendale Avenue and Sheldon Street widened to the Park River and a lock built and basin created between Front Street and the Connecticut. Hartford must lose much of its future greatness unless it takes advantage of this great blessing that flows by its front door.

There are many things and much detail that could be advanced in response to your inquiry. The city plan commission has forty-three suggestions in its last annual report and speaks of them as only a few of the many that await Hartford's attention. The juvenile question is a large one, but cannot be satisfactorily settled until the housing question is. The housing question and what is involved with it seems to me one of the fundamental problems that must be solved if Hartford is to become better and greater.

G. A. PARKER.

VII

BY CHARLES NOEL FLAGG,

Member of Commission of Sculpture.

To the Editor of *The Hartford Courant*:

DEAR SIR: In compliance with your invitation, I venture to submit my views on how to make Hartford "better and greater." It can be made better

by the co-operation of individuals, of societies, and of political parties in an effort to eliminate evils, which, in many cases, are simple nuisances, that can be abated, or completely prevented by our civic tribunal.

The dust nuisance, for instance, which breeds colds, sore throats, and consumption, might, in great part, be done away with by watering or oiling the streets on Sunday as well as on other days, and also in the winter, at times when ice would not form. Sidewalks should be swept in the early morning, and the dirt collected, instead of being brushed into the street, at a time when nearly all our working people are hurrying to their respective places of business, and because of the present system, swallowing noxious germs as they hasten on their way.

Proper ventilation of all public places should be enforced. The principle is not intricate, as a fireplace with a chimney, which is not choked, is an excellent ventilator. The waiting room of our railway station presents a striking example of how a large room, with many openings, may be disgustingly uncomfortable for lack of a scientifically arranged plan of ventilation. Street cars might easily be equipped with a ventilating system so efficient as to make us indifferent as to whether the conductor, in anxiety for the comfort of his passengers, put a seal on every window in the clear-story of his car.

Smoke, from locomotives, is injuriously affecting the splendid sculpture on the north front of the Capitol, and if permitted to exist will blacken the principal façade of the beautiful new State Library. The sculptor, Mr. Entress, who has recently cut a tympanum on the Capitol, says that upon taking down the little studio in which he did the work, he found quite a quarter of an inch of solid soot on the boards of the roof. When the stone "sweats" this disfiguring substance lodges in all the openings, and cannot be dislodged. So, for this and other reasons, it seems to me that the State and city should combine in an effort to force an elimination of the smoke nuisance.

Springfield has been setting a fine example. Why should Hartford not set an example to all the cities in the United States by the adoption of ordinances conducing to the fireproofing of all its buildings? This is a great center of insurance, and surely a movement toward an abatement of the present awful waste of life and treasure might fittingly be inaugurated here. I would suggest that our architects, builders, and contractors get together and formulate a report explaining the small excess, in cost, of fireproof over non-fireproof construction. If this matter can be truly and scientifically presented to the people of this city, as it can, and action taken in accordance with the inevitable recommendation, Hartford will again score as a city where beneficent ideas take form and become of real value to everybody. If figures in regard to the extra cost of fireproof construction are desired, I have some which are absolutely reliable and would be very much pleased to present them, in the interest of the city, to our mayor, or to any committee appointed by him.

Yours respectfully,

CHARLES NOEL FLAGG.

VIII

BY EDWARD W. HOOKER, Mayor.

An appreciation and use of the natural advantages of Hartford appear to me to be the first matters for public consideration in the general improvement of our city. For years these gifts of nature which should have added largely to the beauty and development of the city have been for various reasons neglected. The Connecticut River front and the Park River ought to be so developed as to add to the commercial importance of the city, and also to its beauty, but through neglect these two sources of what should be our strength, have proved of small value, and the Park River has been a nuisance while it ought to be a great addition to the attractiveness of Bushnell Park, and the entire city. A thorough and permanent cleaning of this stream, and a larger use of the Connecticut River are of great importance.

The matter of flood protection for the east side of the city has been largely taken care of in the construction of the Hartford bridge, and with the completion of the intercepting sewer, nearly all of this trouble will be eliminated.

An adequate water supply has not been obtained because of the difference of opinion between the use of Connecticut River water and an enlarged gravity system. While the advocates of both systems are debating the question, the city is in great danger of being obliged to use the contaminated water of the Connecticut River without proper filtration. A definite policy should be adopted, and the city should either establish adequate filtration beds or appeal to the Legislature at the next session, for the right to take land for a gravity supply. The failure to secure this right at the last session of the Legislature was in my opinion due to the fact that the city was divided as to the policy which should be adopted, and the request for the Nepaug supply did not come from a united city demanding a necessity. Should the matter be taken up again, and presented as the unanimous appeal of the people of Hartford, I feel sure that the petition would be granted by the General Assembly.

The board of trade has voiced the request of the city for better conditions in the railroad station, and has pointed out much that ought to be improved, while at the same time, several of our own public buildings are in even worse condition than is the property of the railroad company. The interior of the City Hall is shabby and dirty, and the entire building should be thoroughly renovated. The Halls of Record are small and entirely inadequate for the officials who have their offices there, and the danger from fire in both of these buildings to invaluable city records is very great.

The headquarters of the fire department, and engine houses No. 2 and No. 3, are in my opinion entirely unfit for further use, and are beyond repair. A new central station combining headquarters and engine house No. 3 should be erected in the center of the city, and is a possible solution of the difficulty. A satisfactory plan has already been proposed for the improvement of Pleasant Street engine house, with the addition of a truck company.

The attendance at the high school shows that an addition to this building must be provided at the earliest possible moment.

In addition to these physical improvements which are outlined above, there is also room for great improvement in the operation of the various city departments, and their relations to the public service corporations. To secure efficient co-operation between the departments, they should be housed in one city office building, where the various officials can easily communicate with each other. Each department should have a responsible executive head, and all of the departments should be brought together so as to work in harmony, and each with a much better knowledge of what the other is doing, than at the present time. The relation of the Court of Common Council to the operating commissions should be much closer. Many matters are carefully worked out by the commissions, to be misunderstood and rejected by the council because the members of the council committees do not as a rule attend the sessions of the commissions, and some plan should be devised whereby members of the council would be familiar with the plans and purposes of the several commissions, so that full reports and explanation can be made at meetings of the council. In addition to all of these things which come directly under the care of the city, and would be a charge against the city treasury, there is a great opportunity for additional improvement through organizations looking to the betterment of our social conditions.

There is great opportunity for public charity and philanthropy in the housing problem, and in the establishment of places for public amusement and meetings in the residential factory district. The opportunity is a great one, and no greater good can be accomplished for the whole community than to have organized philanthropy, charity, and religion take up the question of proper recreation for all the people during the week, and on Sunday, in addition to their regular worship in the churches. The great majority of the population are bound to be busy and occupied, and if their thought is not

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III

BY EDWARD L. FINE, City Engineer

In the Matter of The City of Hartford

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GREATER HARTFORD PUBLIC SAFETY DISTRICT

As West Hartford, East Hartford, and Wethersfield now have legislative authority to establish fire districts, the time seems ripe to open a discussion on the advisability of forming a "Greater Hartford Public Safety District," possibly the first step toward the annexation of these towns to the city of Hartford into a still Greater Hartford. If an agreement by legislation or otherwise could be perfected between Hartford and these adjacent towns, I believe Hartford is in a position to furnish better fire and police protection (the essentials for public safety), and at less cost than these towns can separately furnish similar service.

For fire protection Hartford, in building new engine houses, could locate them nearer the city line or even over in the adjacent towns. A fire engine located on the summit of Vanderbilt Hill could, with the down grade, probably reach a fire on Prospect Avenue as quickly, if not more so, than one from the Smith Street engine house.

The companies located in the outlying houses and responding to alarms over the line, could use suitable chemically equipped automobiles, and reach the fires in the quickest possible time; and successful fire fighters well know that time at the start of many fires is more valuable than an abundance of water later.

For the police service most needed, on the main streets radiating through these towns from Hartford, for preventing the abuse of public highways by speed maniacs, Hartford could increase its motor-cycle squad and patrol these highways, at a comparatively small increased cost. If patrol duty were required in other sections of the towns it could be equally well done by policemen mounted on bicycles or horses.

The additional cost of such fire and police service could be annually apportioned to each town by a joint commission in accordance with the service rendered. Hartford, West Hartford and Wethersfield are now served by the same trolley, electric light, gas, telephone and partly by the same water and sewer systems, under arrangements apparently satisfactory. East Hartford is likewise served by the same trolley, gas, electric light and telephone companies. The recent destruction of the Whitney block in East Hartford shows conclusively that its present fire organization is unable to cope with a large fire, and the same would be true of West Hartford and Wethersfield with small organizations.

A great many of Hartford's prominent business men own beautiful homes in these attractive towns, and the proper protection of their families and homes would seem as essential as that of their business interests in Hartford.

THE HARTFORD PLAN

The Board of Fire Commissioners struck the keynote last spring when in submitting its budget for 1909 it also submitted its requirements for 1910 and 1911. If every commission in the city of Hartford would do likewise and thereby keep a three-year program before its members and the people of Hartford it would greatly assist in the completion of public works in their legal term.

Our present method is too tentative, and there is insufficient knowledge as to how best a proper coordination between the municipal departments and the

service corporations. It is largely because some of this work is now done out of its regular order that there is just reason for criticism. People well know that the most economical way of developing a city street is to have all of the underground pipes and conduits first constructed, and because of the clayey soil in Hartford all of these trenches should pass through one winter, and ought to be given a full year for proper settlement. Then should follow the surface grading and the completion of the pavement. If this process is reversed, or if the deep trenches are given insufficient time for settlement, the street is never in quite as good condition as it should be, and the people have to pay the additional cost and put up with the inconvenience of having the work done out of its proper order.

In my judgment, the city of Hartford could well afford to stop all new street paving work next year and decide what it proposed to do in 1911, so as to give the water, gas, telephone and electric light companies and the sewer department of the city a chance to get one year ahead of the work of the street department.

In laying out the three-year program, due consideration should be given to the needs of all parts of the city. The building development points the way of the greatest growth, and this should be carefully studied. I have no doubt the program from year to year would have to be altered, but in the main it should be correct.

Likewise the Board of Finance should have each year from the Board of Assessors an estimate three years in advance of the probable income of the city, in order to keep the expenses within the income.

I believe there would be a great saving in the adoption of some such policy and the city would then be doing all that could be reasonably expected to provide for its needs. There would then be little excuse from any department or public service corporation of insufficient knowledge of what was expected, or of insufficient time to do its proper share of the work. I think the people would take much more interest in the public work of the city if they had this knowledge in compact printed form before them. I know Mayor Hooker wants to give Hartford an efficient and economical administration, and I hope the idea of adopting the "three-year program," as indicated by the action of the Fire Board last spring, will appeal to and be adopted by the Board of Finance, and that next spring all departments will be called upon annually to submit an estimate of their income and expenses for three years in advance.

FREDERICK L. FORD.

X

BY IGNATIUS A. SULLIVAN, Ex-Mayor.

To the Editor of *The Courant*:

That we should have a larger and better Hartford I believe is engaging the thoughts of a great many of our citizens, and how to promote the present and future city is disturbing the minds of many. In fact, all important American cities have initiated movements for a better city, and as presumably everybody is thinking better cities, better cities are bound to come.

No matter where the city is situated or what it is, there are but few important factors in its growth and development, and it must be admitted that a city exists because of its business interests and that shipping, trade, and manufacturing have made it what it is. Without commerce there would be no city. It is not a far cry from the caravans of the ancient desert to the Dutch ships in the Connecticut River. Where the trails of the desert intersected were established camps which came to be permanent and upon which were founded cities. The present Hartford as a camp site looked good to the early Dutch, and a city would have grown where now is Hartford if those intrepid Puritans had located elsewhere. The early Hartford was built up by river trade and an interchange of commerce aided the growth of the Connecticut Valley from Hartford north to the Canadian border. Sixty-five years ago saw the decline of shipping rapidly approach with the advent of the railroad, and Hart-

ford residents and Hartford business began their exodus westward. River trade made Hartford a well-known city, but we must depend upon manufacturing for our future growth, fame, and development, and all of New England may be included. We in the East produce little in raw material, and no coal for heat, light, and power, yet we are a great factor in the commercial world, for we manufacture high-class goods for the whole country, despite the competition from those sections where natural advantages abound. The reason is simple. We have the skilled mechanics, and without them there would be no future for us, for capital alone could not compete against all other advantages. Hartford is a center for skillful mechanics and by a logical development of our natural resources a very large city can be built up despite the fact that capital cities are not in many cases progressive, nor do they attain remarkable growth or size in any period of their history. Another fact remains and a more favorable one. No city in the United States has attained 75,000 population but has gone steadily onward and upward in business and population.

How then to stimulate and extend our manufacturing interests? As our East side in the early days provided all that was necessary, so can it today be utilized to provide even more than ever before. More manufacturing sites are there, or can be provided there, than we can hope for in the western section of our city. The dream of Colonel Colt must be realized, and once begun, the dredging of the river channel by a city-owned and operated powerful dredging machine, the deposit of silt and sand from the river will make cheap sites for manufacturers and in time furnish a prevention of spring floods. The development of our East Side would also mean a great increase in river shipping and extensions of railroad tracks to the doors of all the factories. This suggestion is simple, but its execution is a matter of too great importance for an article of the length which I suppose is desired at this time, yet it should be brought to the attention of all that co-operation of the citizens is the only solution, and the best scheme at work at the present time is what Boston has done and is doing, and is known as the "Boston Idea," which in short tells us that "New England can hold her present industries, expand them and attract others of like character so long as she has first-class workmen." Good wages do much to hold these men, but favorable living conditions are necessary also. A skilled mechanic should be able to live on his earnings, educate his children, and save something for old age. So it is proposed to make Boston a better place to live in and better for merchants and manufacturers to do business in.

Boston began by uniting all trade and business associations under the Chamber of Commerce, employed an expert at high salary and today has an organization ready at an instant's notice to give advice and assistance and to lend capital to any worthy industry.

Our Board of Trade and Business Men's Association should be merged in one, committees not necessarily of their membership should be appointed who will work.

The city of Hartford should itself appropriate the first money toward the best scheme which can be devised that will expand our present industries and attract others, and we should go forward as a unit and not as diverging units.

It may be said that taxes will be raised and we are taxed too heavily now. In answer I would say that intelligent advertising is worth all it costs and brings its returns all in good time. I cannot refrain from the suggestion, however, that school consolidation and management of our schools equal to Springfield or New Haven would more than offset any increase that might be necessary. If a steel structure had been erected across the river instead of the stone bridge now in use and the city bonded for the difference in cost to promote East Side improvements and attract new enterprises, would we be better satisfied or compensated ten years hence? Thirty-eight men have answered me yes, and none to the contrary.

Cleaner streets on the East Side would better living conditions there right now.

I. A. SULLIVAN.

XI

BY WILLIAM F. HENNEY, Ex-Mayor

To the Editor of *The Courant*:

It is a pleasant duty to respond to your request for some suggestions as to "How Hartford can be made better and greater." The symposium which you are now conducting on this topic is really a campaign of education on the needs of the city, and will doubtless afford many ideas of real value to those bearing the responsibilities of municipal management. The inquiry involves two considerations: First, the things our city requires for its growth and intelligent development, and second, the methods best adapted to obtain them. Before discussing the physical needs of the city, emphasis should be laid upon the measureless value of the alert and vigilant interest of the citizen in his city. The beneficial and inspiring influence of this interest will not fail to find expression in the moral and physical improvement of the whole municipal system. After all, a city is but a group of neighbors empowered by the legislature to concert and carry out measures for the common good. And it is this conception of the city, this idea of a neighborhood government, that demands of the citizen active participation and co-operation in the civic affairs of his locality. No city administration, however gifted or capable, can accomplish much of lasting benefit, unless the citizens are alive to their needs and opportunities, and bring to the solution of their civic problems an intelligent judgment, an earnest desire for municipal improvement, and an enthusiastic support of measures looking to that end. Another requisite to satisfactory municipal progress is the co-operation of the city departments with each other. They were designed to furnish a complete system of local civic administration, each department meeting some need of the community, and all working together in a common service for its growth and well being. They are drifting, I think, farther and farther apart. As the city has grown, each department has been burdened with increased duties and responsibilities, and has become so engrossed with the difficulties of its own management, as to be able to give but scant consideration to the needs of others. This fact is becoming more and more patent each year at the Finance Board hearings preliminary to the make up of the annual budget. We have simply outgrown the system, and the city departments are in danger of becoming a group of minor municipal corporations, pursuing separate and at times antagonistic purposes, and having but one thing in common, the name "Hartford." Having stated the difficulty, I ought, perhaps, to suggest the remedy, and do so not without diffidence. I am convinced, however, that modern conditions demand a single commission for each department who shall select its employees, administer its affairs and be held responsible for results. These commissioners, with the mayor at their head, should together constitute a board charged with the duty of determining from time to time the policy of each and every department and of presenting to the Finance Board annually the needs of each and the amount required for its work. If some such system as this should be adopted the city's interests as a whole would be always in view. I would postpone until this departmental system had been thoroughly tested all tinkering with the makeup of the Court of Common Council. Whatever changes might be beneficial with respect to that body would develop from experience. If we turn now to the physical needs of the city, they multiply on reflection, but the really pressing things are pretty much agreed upon. Protection from the ever recurring nuisance of freshets, a commodious, serviceable and ornamental City Hall, better facilities, more men, increased equipment and a water tower for the fire department, more policemen for the police department, more water for the water department, the widening of Asylum Street and the layout of at least one other avenue north of that thoroughfare from Main Street west to the depot and beyond, improved conditions in many tenement house sections, a new high school for instruction in technical arts, an industrial building, a city purchasing department. These are often mentioned, and with regard to most of them there is little if any division of opinion.

But how can we hope to achieve all these things with a limited revenue and a tax rate that has well-nigh reached the limit? This leads me to the second branch of the subject, the question of method. It is wonderful how much can be accomplished with limited means by a well devised plan whose execution is extended over a series of years. We should expend a substantial amount for permanent improvements out of current revenue from year to year.

Given time enough, our sinking fund will eventually liquidate our existing indebtedness. That mortgage on the future will take care of itself, but how about the large sums required to pay for new improvements, the need of which is being sorely felt?

I think we should grapple with these problems singly, and as far as possible one at a time. Where a bond issue is required it should be in series, a certain proportion payable at regular intervals and so distributed that the maturities could be met out of current revenue or a special tax.

All of these improvements are desirable, but it is of the first importance that we contract no large debt without at the same time providing an effectual plan for its liquidation.

WILLIAM F. HENNEY.

XII

By PROF. J. J. MCCOOK.

Whether a city is to be born, and whether here or there, seems often to be decided by accident. But profound students of the subject think it demonstrable that all comes from fixed law—partly geographical, partly topographical. If that be so, Hartford people may comfort themselves with the assurance of our predestination, since whoever may have read Mrs. Genthe's able monograph will have become convinced that an important city had to be and had to be just here.

But, assuming that respecting the beginnings of things, it is evident that for growth and progress along proper lines the right sort of people were needed. Accordingly that is my first thesis. The people make the city; and since character makes the people, whatever tends to create and foster great character will tend to make a great and a good city.

Now character is partly congenital; partly coming to us from our ancestors, partly absorbed unconsciously by contact with older members of our family; but partly also, perhaps in large part, it is the result of education. We were fortunate in having a man with an educated brain and an educated conscience at the head of this settlement—Thomas Hooker. We have been fortunate ever since in our teachers, in the pulpit, in the tribunals, in the schoolroom, in the press. We were early debtors to Yale College, later to the steadily increasing company of educational foundations in New England and elsewhere. We were among the first to attack the education of women, the very first to attempt the education of the deaf and dumb. That early foundation, the Hopkins Grammar School, developed into our high school, a great establishment with a deserved reputation. Nearly a hundred years ago a college was founded. Its founders were familiar in another community with the value of higher education. If they had not done this, then we should be obliged to do it now. For, as I study history, I find that no great city seems to have been without the instinct to have a great educational institution in its midst, while conversely, the greatness of the educational institution has reflected itself in literature, art, commerce, handicraft, architecture, knowledge of books, of inventions, of foreign places, of means of communication, of practical devices bearing upon transportation, in a word, of that full complex apparatus of devices which belong to civilization.

It is interesting from this standpoint to look at the map of Germany. From Leipzig, one of the greatest universities and itself a city of half a million people, a radius of a hundred miles describes a circle in which there are numerous universities, all in considerable towns, none in small ones, and ending with what is the most modern and also the greatest of all the universities.

Berlin, the deliberate creation of far-seeing people, not merely as the embellishment of a great city but as a necessary part of it, the two growing great together.

In this country, too, you may witness the operation of the same law. Every one of our large cities already has a great university or is in the direct way of having one. Instance Philadelphia with its University of Pennsylvania, New York with its Columbia, Chicago with its Chicago, Boston with its Harvard, and St. Louis and Pittsburg with their nascent institutions. New Haven, too, is no mean city for size, and what it owes to its university we know. Consequently whatever touches and advances our educational life and method must inevitably advance Hartford in population and the power to keep and attract population, and with population, wealth and everything it can produce and buy and everything that it requires for its proper gratification.

I have no recommendations respecting our primary and secondary schools. Probably they may some day be under one direction, but I consider that completely subordinate. I think them now well managed, with care and intelligence, and what is equally important, with proper hospitality of mind to appropriate, and, therefore, to discover, what may be better elsewhere. The introduction of manual training was much in a conservative place like this.

As to the high school, being a member of its governing body, I might be expected by some to be silent, by others to be over-talkative. I will be neither, and will only remark that since the device of afternoon sessions will only for a while make it possible to care for its steadily increasing population something in the way of building will have to be done. And if we build we shall have to decide whether it shall merely be an addition providing the same sort of instruction to everybody, that we now have, or whether we shall equally well relieve the present pressure by creating some variant from the present type in some of the directions already indicated, discussed, and once voted upon. It is apparent that the question of an Industrial, or Trade, or Arts and Craft School, or whatever anyone may call it, though decided, has not yet been settled.

In this again, study of the modern development of education in Germany might be well. In the midst of that great idealistic nation, in the midst of its great classical half high school, half college gymnasium, has sprung up a veritable swarm of what some people might call the most wildly utilitarian schools. As if the Realschule, with its bold excision of the Greek and Latin, were not enough, other types have arisen of a more and more practical nature, boldly professing to prepare people for doing things as contrasted with knowing things, but not at all seeming to have interfered with the vogue of the old theory and its old exponents, the universities.

In order to be greater and better, in population, in commerce, in wealth, in beauty, in prosperity, Hartford needs to cultivate great ideas but also great information and dexterity in the world of the senses and of facts. Thus far our things have been developed largely by geniuses, and have sold themselves. That cannot last forever. As to America in general and England it has begun to cease. Perhaps the most vivid experience of a somewhat extensive journey a while ago was my constant stumbling upon bright young Germans who besides their mother tongue spoke always English and French, frequently Spanish or Italian, and quite uniformly the language of the country to which they were accredited. Young ambassadors, do you say? Yes, but not of the common sort. Ambassadors of modern trade they were, their whole elaborate education, largely along practical lines, at the absolute disposition of that exacting mistress, while we seem to be still marking step on the old, old, beaten spot, bearing as our device the old supercilious "Take it or leave it." And even our consuls and ambassadors were, for the most part, at the complete mercy of their interpreters, chiefly natives of the country.

And was it in consequence of this, I wonder, that I only once in over forty thousand miles of wandering, chiefly afloat, saw the American flag on a merchant ship, and that was the passenger ship on which I came back from Japan to San Francisco, while the German flag was everywhere, its most urgent

modern rival being the Japanese, who have also cultivated that necessary means for winning trade, ability to use foreign tongues?

I am something of a conservative in education, but I cannot bear to see America and England in danger of being put out of the running. And I want Hartford to be able to hold its own and a good deal more in competition with German concerns and Japanese. Only yesterday one of the group of bright young Chinese who are now studying at Trinity asked my advice about a place to study mechanical engineering. There is a hint, of the kind munificent citizens have sometimes followed. Why should not Hartford keep that young man here for the rest of his education? Why not attract hither friends of his who in rapidly increasing numbers are bound to come to America for their education? A perfectly cold-blooded person would say: Let them go elsewhere, there are plenty of places. A man of more Hartford heat and iron in his blood would say: Why not have a school of mechanical engineering here, and if he happened also to have control of great wealth, would add: I will start it myself. But enough about education. Though it is philosophically at the bottom of the whole thing, it is not the whole thing.

Plainly cities grow through an increase of their means for attracting and keeping population and wealth. Probably I should have said wealth and population. Everybody says we must have more manufactures. The real thing is to know how to get them. Naturally we want nothing that is not genuine, that will not last. How can we find out in advance whether the promoter, who may be an inventor or only a speculator, has a good invention or represents a legitimate enterprise?

Doubtless that could be managed. Perhaps it is managed now through the Board of Trade. It has had secretaries, usually competent, to solve such doubts. Everyone will recall, I think, the high qualifications and valuable services of such a man as P. H. Woodward, still fortunately with us. I think it would not be hard to nominate a committee of citizens who could be trusted to give perfectly honest and thoroughly reliable advice in any such case. It is not so sure, however, whether they could be induced to act. The responsibility might seem too great. Moreover, there might be here a danger which is always lurking when one tries to organize more thoroughly—the danger of interfering with enterprise and aspiration, those perennial fountains, the free movement of which seems to be a necessary element of healthful life. One of the strongest arguments against Trades Unionism lies, indeed, in that direction. It has secured to the artisan obvious advantages, but at the cost, it is to be feared, of spontaneity and individual initiative. It might study with profit the old guilds.

Such a committee might take cognizance of other things, perhaps of anything and everything bearing upon the growth and prosperity of the city. Strange! While I speak of this there comes up a recollection of the old board of selectmen. At present we can have in our city governing body chiefly representatives of sections, which may deprive us of much, inasmuch as it may readily happen that the wisest of our potential counselors will be found dwelling together in one locality. Our commissioners can be chosen without regard to locality. I wonder how it would do to have them organized into some such Committee on General Welfare as I have hinted at?

I find next that great cities seem to have become great or, at least, to have been great, in respect to their means of communication within and without. That is in their streets and highways. You must be able to get into your city, to get around in it easily and safely, and to get out of it rapidly and conveniently on your errands of commerce and instruction or your city either will stop growing or stand still until the inevitable law, applicable to halting bodies, comes into force and the town shrivels up. I am not about to venture upon the stormy sea—I came near saying the dusty desert, of road construction, but will only venture one remark. If there ever was a matter absolutely in the sphere of expert science it is this. It belongs to the engineer, as much as setting or cutting off a leg does to a surgeon. And if I had a limb to be set or to be amputated I should certainly not send for—say a college professor!

He might be able to affirm that the limb was or was not effectually amputated, was or was not well set—beyond that no more. And I, like many, feel sure our streets have not been as well built as they might and long to see them in the hands of a competent engineer. This is not criticising anybody nor anything except our way, which is an inheritance in direct line from the old days when the first selectman for the time being was road maker and road repairer. Indeed, I wonder that we get so much good service from our street commissioners, inexpert as they necessarily are and shifting all the time.

Much the same is true respecting the care of our streets. And here let me speak of our dust—our ancestral dust it is in a sense, likely enough literally so. It obscures our sun, induces gloom, fills our lungs with sand and germs, spoils our cloths, ruins our furniture, and gives our best architecture not the air of antiquity but of decrepitude. Fancy what the lovely white marble façade of the Morgan Memorial will look like in about two years! Look at the lovely renovation of Doctor Parker's old church today, and then come back and look at it two months hence! Who supposes the thing could not be stopped? Anybody?

Again, a matter of engineering. Dust is dirt ground and then set in motion. Get rid of the dirt, keep it from grinding—that is one way. Another way is to gather it together and cart it off as fast as it is ground up. A judicious combination of the two might do no harm. How? Cries somebody. But it is not my business to know. I do know how you can keep some of the dirt from getting on to Main Street; pave the streets that lead into Main Street. And I do know how to keep some of it from being ground up even now. The chief grinding mill is the trolley car with its steel track. Does anyone really think the dust could not be removed from those grooves if anyone cared enough to undertake it in sober earnest? I could name a score, any one of whom could be trusted to find a way if he had it to do.

If we had a typhoid breeding plant in active operation day and night somewhere in the city we could find a way of suppressing it. Ask your doctor whether this everlasting crowd of dust in which we have been gasping the last two months is not much the same sort of thing.

I must not fail to speak of the Little River. Stand on our superb Main Street bridge and look east and west and you will want no further word from me. Picturesque still, in spite of the desolation of rubbish and miscellaneous filth which disfigures its borders. Then imagine what it might be were the stream pure and flowing, not stagnant! Imagine what it would be if those shores were verdant with grass and flowers, a part of our splendid park system if the air could blow unchecked and untainted along that channel; if there or nearby, with that for its setting, Doctor Francis Goodwin's dream of our municipal plant that is to be were standing!

And while I speak of him and add my praise to the crown he wears let me finish on the subject of education by remarking that one of its benefits among the people at large is not only that they may be in position to produce men of ideas, of visions and dreams, with practical good sense back of those qualities, from time to time from their own ranks, but that they may acquire the capacity for recognizing such men when they appear and of letting them have their own way. When such a man appears and is recognized, he proves to be one of the greatest contributors to the growth and greatness of his city. When he is himself munificent and can carry out his great ideas he becomes doubly the founder of his city's greatness. We have more than one such man here now. I wonder whether we shall let them have their way. Washington and Paris are examples of cities that have been practically transformed through the genius and will-power of a single man.

All the above things will require money, a great deal of money even, and perhaps much time. I close by speaking of a thing which will cost no money, which can be done at once, and in which every citizen without exception can take part. It is embodied in a homely proverb: Every man sweep before his own door!

Every property owner put and keep his place in the best condition he can afford. And the last thing one can afford is to let his place fall into bad condition or stay there.

Every merchant takes pride in having a stock of goods up to the highest standard of the biggest city in quality, if not in quantity. And then everybody in Hartford or in the territory round about, which is now practically all of one day will be literally, Hartford, come to Hartford to buy instead of going to Boston or New York.

Every factory manager and factory hand takes pride in reaching the highest possible standard of efficiency, of durability, of beauty, in the thing to which he attaches his mark so that the stamp "Hartford" will all the world over mean Highest.

Praise everything belonging to your city that you can to everybody. Calculate some of the methods of the boom cities of the West. We really had something to boom, in what our ancestors were, in what our present is, and in what our future is sure to be. If you have any fault to find with anything in the administration, put yourself in the place of the administrator and do as you would be done by, go to him and tell him, before you gossip about it or write to your paper about it.

Do all you can to make Hartford homes and streets and government and business and manufacture and trade and schools and press and seminary and college the best you possibly can, and then stand by Home Products!

J. J. McCook.

PUBLICATIONS OF THE MUNICIPAL ART SOCIETY OF HARTFORD

BULLETIN No. 1. Officers, Directors, Standing Committees, Constitution, By-Laws and Members, and What is a Municipal Art Society? By Charles Neal Flagg and George A. Parker — 24 pages. Hartford, 1904.

BULLETIN No. 2. The Grouping of Public Buildings, compiled by Frederick L. Ford — 85 pages. Hartford, 1904.

BULLETIN No. 3. Why Laurel Street Should not be Extended Through Pope Park — A Protest to the Board of Street Commissioners, June 15, 1905, 8 pages. Hartford, 1905.

BULLETIN No. 4. Proceedings of the First Annual Meeting, October 17, 1905, and Some Municipal Problems, by Mayor William F. Henney, 32 pages. Hartford, 1906.

BULLETIN No. 5. The Preservation and Restoration of the City Hall, 16 pages. Hartford, 1906.

BULLETIN No. 6. Proceedings of the Second Annual Meeting, November 27, 1906. Officers, Members and Reports of Standing Committees, 35 pages. Hartford, 1907.

BULLETIN No. 7. City Improvement from the Artistic Standpoint. An Address by John M. Carrère, 19 pages. Hartford, 1908.

BULLETIN No. 8. Proceedings of the Third Annual Meeting, January 25, 1908. Officers, Members, and Reports of Standing Committees, 24 pages. Hartford, 1908.

BULLETIN No. 9. Hartford Street Names. Not yet issued.

BULLETIN No. 10. Competition for an electroliner with an "Isle of Safety" at the intersection of Trumbull and Pearl Streets.

BULLETIN No. 11. Proceedings of the Fourth Annual Meeting, November 13, 1908. The Housing Question. The Billboard Campaign.

BULLETIN No. 12. Street Name Plates. An investigation by the Committee on Street Fixtures and Advertising Signs. July, 1909.

BULLETIN No. 13. Proceedings of the Fifth Annual Meeting, February 25, 1910. Officers, Committees, and Reports of Standing Committees. "What We Can Do to Improve Hartford."

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BULLETIN No. 14

PROCEEDINGS
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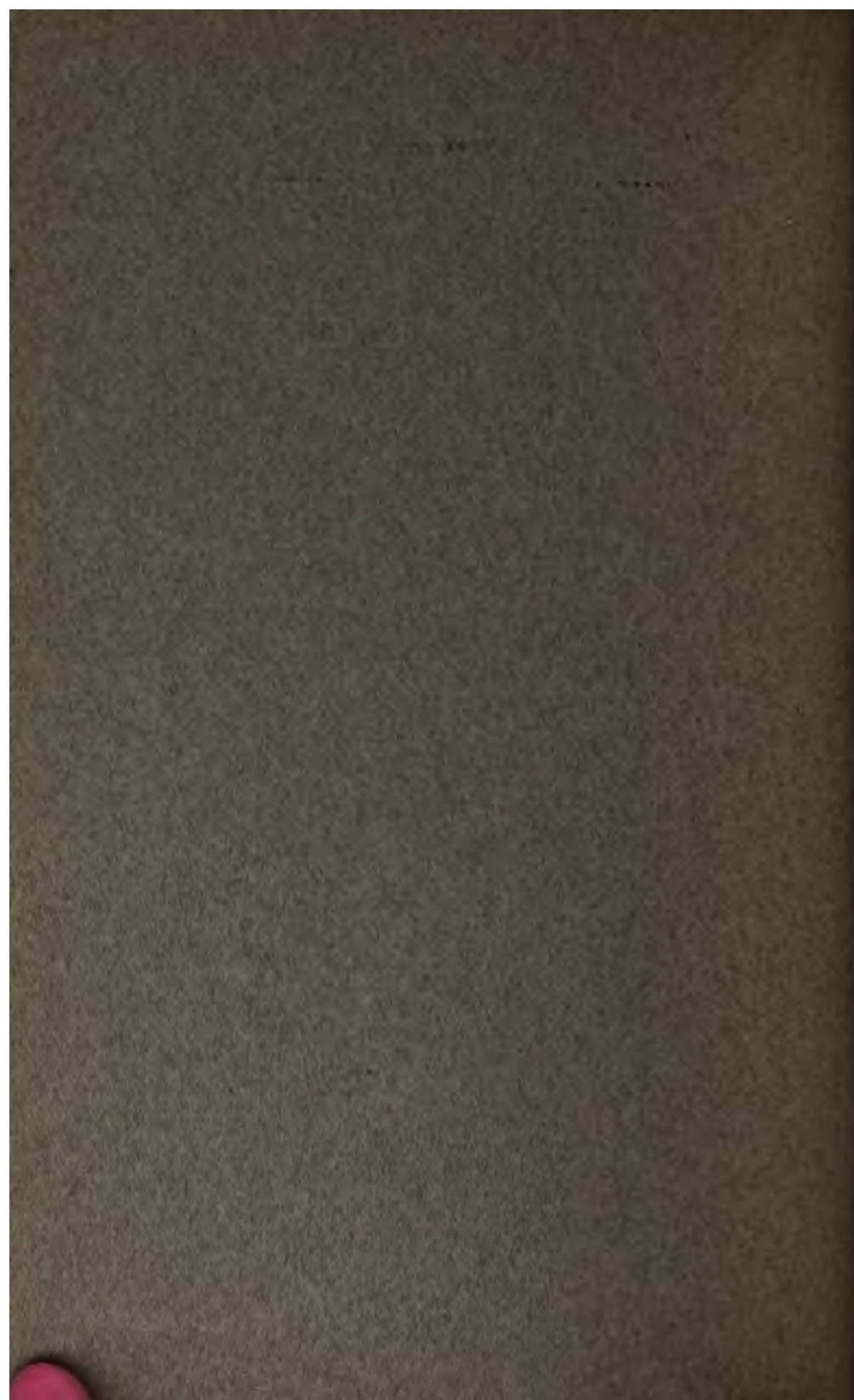
NOVEMBER 22, 1910

Officers, Members, Reports of Standing Committees,
Constitution and By-Laws



Organized 1904

HARTFORD, CONN.
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1911



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NOTE

BULLETIN No. 14 of the Municipal Art Society of Hartford is published in accord with a resolution passed by the Board of Directors December 6, 1910.

It is hoped that this condensed report of the year's work will prove a source of encouragement to our members and of interest to the citizens of Hartford.

PUBLICATION COMMITTEE.

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Committee on Legislation**JAMES W. KNOX, *Chairman*****JAMES P. ANDREWS****WILBUR T. HALLIDAY****EDWARD M. DAY****LAWRENCE A. HOWARD****HARRISON B. FREEMAN, JR.****FRANK C. SUMNER****FRANK P. FURLONG****Committee on Street Fixtures and Advertising Signs****WALTER S. SCHUTZ, *Chairman*****MISS HETTIE GRAY BAKER****MRS. J. HUMPHREY GREENE****EDWARD M. DAY****WILLIAM H. HONISS****MISS ETHEL L. DICKINSON****ERMON M. PECK****THOMAS BRABAZON****HEYWOOD H. WHAPLES****Committee on City Plan****H. HILLIARD SMITH, *Chairman*****RALPH W. CUTLER****GEORGE A. PARKER****JAMES GOODWIN****WILLIAM J. PIERCE****WILLIAM F. HENNEY****ROCKWELL H. POTTER****MRS. JOHN M. HOLCOMBE****RUEL C. TUTTLE****ALVAN W. HYDE****MRS. BERNARD T. WILLIAMS****Finance Committee****HENRY ROBINSON BUCK****H. HILLIARD SMITH****Committee on Printing and Publications****GEORGE S. GODARD, *Chairman*****MISS HETTIE GRAY BAKER****THOMAS BRABAZON****HENRY ROBINSON BUCK****FREDERICK B. HARTRANFT****Committee on Baths and Houses of Comfort****CLEMENT H. BRIGHAM, *Chairman*****JOHN F. GUNSHANAN****J. J. MCCOOK****MISS MARY GRAHAM JONES****EDWARD K. ROOT****HENRY M. SPERRY****Committee on Permanent Work****JOHN M. HOLCOMBE, *Chairman*****MRS. JAMES P. ANDREWS****LOUIS R. CHENEY****MRS. T. BELKNAP BEACH****WILLIAM F. HENNEY****HENRY R. BUCK****WILLIAM A. SANBORN****Committee on Parks, Thoroughfares and Playgrounds****STANLEY H. ROOD, *Chairman*****MRS. J. HUMPHREY GREENE, *Vice-chairman*****WILLIAM G. BAXTER****MRS. L. H. DEWING****H. W. BENJAMIN****EDWIN KNOX MITCHELL****MRS. C. E. GILBERT****EDWARD V. PRESTON****DAVID I. GREEN****GEORGE A. PARKER****MRS. A. R. HILLYER****MRS. W. W. TRAPP****THOMAS S. WEAVER**

Committee on Exhibitions and Competitions*MRS. APPLETON R. HILLYER, Chairman*

MISS MARY BULKLEY
 MRS. J. H. GREENE
 WILLIS I. TWICHELL

MISS MARY B. HILLYER
 STANLEY W. EDWARDS
 OLIVER R. BECKWITH

Committee on Membership*MISS HETTIE GRAY BAKER, Chairman*

GUY E. BEARDSLEY
 MRS. M. TOSCAN BENNETT
 MRS. A. RAYMOND ELLIS
 MISS LUCY T. HILLYER
 MRS. WILLIAM A. SANBORN

MRS. W. W. TRAPP
 RUEL C. TUTTLE
 ALBERT L. WASHBURN
 FRANCIS E. WATERMAN

SPECIAL COMMITTEES**Committee on the Bushnell Memorial***JOHN M. HOLCOMBE, Chairman*

MRS. FRANK W. CHENEY
 CHARLES NOEL FLAGG
 CHARLES E. GROSS

WILLIAM F. HENNEY
 MRS. APPLETON R. HILLYER
 GEORGE A. PARKER

Committee on the Suppression of Unnecessary Noises*LEWIS B. PATON, Chairman*

ALVA E. ABRAMS
 M. TOSCAN BENNETT
 CALVIN J. BURNELL
 JOHN SPENCER CAMP

MRS. ANSEL G. COOK
 ARTHUR L. GILLET
 J. WARREN HARPER
 ALLEN H. WILLIAMS

Committee on the Smoke Nuisance*THOMAS W. RUSSELL, Chairman*

WILLIAM H. HONISS
 ANSON T. MCCOOK
 EDWIN KNOX MITCHELL
 F. C. NICHOLS

GEORGE A. PARKER
 CHARLES D. RICE
 HENRY SOUTHER
 DR. WALTER R. STEINER

LIFE MEMBERS

NORMAND F. ALLEN
 †RAPHAEL BALLERSTEIN
 MRS. RAPHAEL BALLERSTEIN
 MRS. CHARLES C. BEACH
 MRS. LEVERETT BRAINARD
 MORGAN G. BULKELEY
 MRS. MORGAN G. BULKELEY
 †FRANK W. CHENEY
 MRS. FRANK W. CHENEY
 RICHARD O. CHENEY
 MRS. RICHARD O. CHENEY
 †MRS. SAMUEL COLT
 AUSTIN C. DUNHAM
 ALBERT ENTRRESS
 FRANCIS GOODWIN
 MRS. JAMES J. GOODWIN
 APPLETON R. HILLYER
 MRS. APPLETON R. HILLYER
 †MRS. CHARLES A. JEWELL
 EDWIN KNOX MITCHELL
 ALFRED A. POPE
 MISS ELIZABETH S. STEDMAN
 MISS MABEL C. TULLER
 ANDREW J. WELCH

ANNUAL MEMBERS

ABRAMS, ALVA P.,	903 Asylum Avenue
ADAMS, J. COLEMAN,	83 Sigourney Street
ADLER, MRS. C. H.,	120 Oakland Terrace
ALSHEDER, EDWIN,	52 Inlay Street
Allen, Normand F.,	520 Farmington Avenue
AMES, CHARLES L.,	1281 Main Street
ANDREWS, JAMES P.,	1055 Prospect Avenue
ANDREWS, MRS. JAMES P.,	1055 Prospect Avenue
ANGUS, WILLIAM,	110 Oak Street
BAKER, MISS HETTIE GRAY,	280 Wethersfield Avenue
†Ballerstein, Raphael,	
Ballerstein, Mrs. Raphael,	155 Lafayette Street
BARNEY, D. NEWTON,	Farmington, Conn.
BARTON, MISS MARY C.,	57 Forest Street
BARTON, MATTHEW H.,	36 Pearl Street
BAXTER, WILLIAM G.,	231 Asylum Street
BEACH, CHARLES C.,	54 Woodland Street
Beach, Mrs. Charles C.,	54 Woodland Street
BEACH, MRS. ELIZABETH C. J.,	904 Main Street
BEACH, MRS. T. BELKNAP,	1101 Prospect Avenue
BEADLE, H. LEONARD,	34 Burton Street
BEARDSLEY, GUY E.,	153 Oxford Street
BECKWITH, OLIVER R.,	1049 Prospect Avenue
BENJAMIN, HOWARD W.,	412 Farmington Avenue
BENNETT, M. TOSCAN,	14 Park Terrace
BENNETT, MRS. M. TOSCAN,	14 Park Terrace
†BESTOR, HOWARD G.,	
BINGHAM, MRS. EDWIN H.,	44 Gillett Street
BIRDSEYE, ARTHUR J.,	50 State Street

(† Deceased)

BLISS, EDWARD,	173 Collins Street
BLISS, FREDERICK J.,	800 Main Street
BLISS, FREDERICK S.,	73 Farmington Avenue
BLUMENTHAL, MRS. I. R.,	106 Ann Street
BLYTHE, MISS ELIZABETH C.,	799 Asylum Avenue
BOARDMAN, WILLIAM F. J.,	74 Farmington Avenue
BONEE, JOHN L.,	36 Pearl Street
BRABAZON, THOMAS,	670 Main Street
BRACKETT, F. A.,	44 Capen Street
BRAINARD, HARRY L.,	456 Washington Street
<i>Brainard, Mrs. Leverett,</i>	135 Washington Street
BRAINARD, MORGAN B.,	137 Washington Street
BRIGHAM, CLEMENT H.,	114 Wooster Street
†BROCKLESBY, WILLIAM C.,	
BUCK, HENRY ROBINSON,	18 Girard Avenue
BUCK, MRS. HENRY R.,	18 Girard Street
BUCK, JOHN H.,	17 Atwood Street
BUCK, JOHN R.,	37 Forest Street
BUCKLEY, PATRICK R.,	42 Asylum Street
BULKLEY, MISS MARY,	924 Asylum Avenue
<i>Bulkeley, Morgan G.,</i>	136 Washington Street
<i>Bulkeley, Mrs. Morgan G.,</i>	136 Washington Street
BUNCE, MRS. JONATHAN D.,	61 Edwards Street
BUNCE, PHILIP D.,	98 High Street
BUNCE, WILLIAM GEDNEY,	904 Main Street
BUNDY, HORACE L.,	904 Main Street
BURNELL, CALVIN J.,	35 Willard Street
†BUSHNELL, MRS. HORACE,	
BUTHS, JOSEPH,	50 Allen Place
†CADY, ERNEST,	
CAMP, JOHN SPENCER,	1021 Asylum Avenue
CAPORALE, ROCCO,	18 State Street
CHAPIN, GILBERT W.,	350 Farmington Avenue
CHAPIN, MERRICK W.,	175 Warrenton Avenue
CHAPMAN, SILAS, JR.,	123 Trumbull Street
†CHASE, GEORGE L.,	
CHASE, WARREN D.,	50 Windsor Avenue
†Cheney, Frank W.,	
<i>Cheney, Mrs. Frank W.,</i>	South Manchester, Conn.
CHENEY, LOUIS R.,	40 Woodland Street
CHENEY, MRS. LOUIS R.,	40 Woodland Street
<i>Cheney, Richard O.,</i>	South Manchester, Conn.
<i>Cheney, Mrs. Richard O.,</i>	South Manchester, Conn.
CHURCHILL, MRS. FREDERICK H.,	New Britain, Conn.
CHURCHILL, MRS. ROSE,	New Britain, Conn.
CLARK, HERBERT G.,	800 Main Street
CLARK, MISS SUSAN F.,	799 Asylum Avenue
CLARK, WALTER H.,	38 Willard Street
CLARK, WILLIAM B.,	670 Main Street
CLAUSSEN, EDWARD E.,	28 Ward Street
†Colt, Mrs. Samuel,	
CONE, JAMES B.,	640 Farmington Avenue
CONE, MRS. JAMES B.,	640 Farmington Avenue
CONKLIN, HARRY S.,	983 Asylum Avenue
CONKLIN, WILLIAM P.,	1015 Asylum Avenue
COOK, ALBERT S.,	Sycamore Road
COOK, MRS. ALBERT S.,	Sycamore Road
COOK, MRS. ANSEL G.,	722 Asylum Avenue

CARROLL, WILLIAM H.,	State Capitol
CRAWFORD, FREDERICK S.,	75 Pratt Street
CUMMINGS, MISS ALICE,	150 Sargeant Street
CUSHMAN, FRANK S.,	39 Elmworth Street
CUTLER, RALPH W.,	161 Washington Street
DANFORTH, MISS ELLA,	67 Buckingham Street
DANIELS, LEONARD C.,	64 Farmington Avenue
DAVIS, FREDERICK W.,	79 Vernon Street
DAVIS, MRS. FREDERICK W.,	79 Vernon Street
DAVIS, SOLON P.,	86 Edwards Street
DAVIS, MRS. SOLON P.,	86 Edwards Street
DAY, ARTHUR P.,	957 Asylum Avenue
DAY, EDWARD M.,	50 State Street
†DAY, GEORGE H.,	
DAYTON, FRED E.,	202 High Street
DEBONIS, DOMINICK A.,	94 Windsor Avenue
DENNIS, MISS BERTHA H.,	98 Washington Street
DETENBORN, L. P.,	45 Preston Street
DEWING, MRS. LEONARD H.,	80 Buckingham Street
DICKINSON, MISS ETHEL L.,	1507 Broad Street
DIXON, MISS ELIZABETH L.,	159 Farmington Avenue
DOTY, SAMUEL C.,	50 State Street
Dunham, Austin C.,	19 Prospect Street
DUNHAM, SAMUEL G.,	1030 Asylum Avenue
DUNHAM, MRS. SAMUEL G.,	1030 Asylum Avenue
EDWARDS, STANLEY W.,	36 Pearl Street
ELLIS, A. RAYMOND,	316 Sargeant Street
ELLIS, MRS. A. RAYMOND,	316 Sargeant Street
ENDERS, JOHN O.,	17 Highland Street
ENDERS, MRS. JOHN O.,	17 Highland Street
ENGLISH, MRS. JOEL L.,	210 Fern Street
Entress, Albert,	599 Main Street
FELT, LEVI L.,	142 Jefferson Street
FENN, E. HART,	Wethersfield, Conn.
FLAGG, CHARLES NOEL,	90 Washington Street
FLAGG, MRS. CHARLES NOEL,	90 Washington Street
FLOYD, MRS. CLEAVELAND,	Boston, Mass.
FOLEY, MISS MARGARET B.,	Public Library
FORD, FREDERICK L.,	800 Main Street
FORD, MRS. FREDERICK L.,	329 Laurel Street
FOSTER, MRS. ELLIOTT C.,	P. O. Box 128, Hartford
FOX, MRS. JACOB L.,	750 Prospect Avenue
FRANKLIN, MISS BESSIE L.,	186 Sigourney Street
FRAYER, WILLIAM W.,	448 Asylum Street
FREBURG, ANDREW S.,	5 Capitol Avenue Ext.
FREEMAN, HARRISON B., JR.,	167 No. Beacon Street
†FREEMAN, MRS. HARRISON B., JR.,	
FURLONG, FRANK P.,	58 State Street
†GARVAN, EDWARD J.,	
GARVAN, PATRICK,	236 Farmington Avenue
GAY, FRANK B.,	658 Farmington Avenue
GAY, GEORGE A.,	West Hartford, Conn.
GILBERT, CHARLES E.,	60 Gillett Street
GILBERT, MRS. CHARLES E.,	60 Gillett Street
GILLETT, ARTHUR L.,	1 Wethersfield Avenue

GILMAN, GEORGE H.,	149 Lafayette Street
GILMAN, MRS. GEO. S.,	149 Lafayette Street
GLADDING, CURTIS P.,	1203 Main Street
GLADWIN, SIDNEY M.,	36 Pearl Street
GLAZIER, ROBERT C.,	68 Pearl Street
GODARD, GEORGE S.,	350 Blue Hills Avenue
GODARD, MRS. GEORGE S.,	350 Blue Hills Avenue
GOODMAN, RICHARD J.,	50 State Street
GOODRICH, RAYMOND M.,	80 Cone Street
GOODRICH, MRS. RAYMOND M.,	80 Cone Street
GOODRICH, THEODORE H.,	73 Washington Street
GOODRICH, MRS. THEODORE H.,	73 Washington Street
GOODWIN, CHARLES A.,	36 Pearl Street
<i>Goodwin, Francis,</i>	103 Woodland Street
GOODWIN, MRS. FRANCIS,	103 Woodland Street
GOODWIN, F. SPENCER,	103 Woodland Street
GOODWIN, HOWARD,	880 Asylum Avenue
GOODWIN, JAMES L.,	880 Asylum Avenue
GOODWIN, JAMES,	76 Garden Street
GOODWIN, JAMES J.,	783 Main Street
<i>Goodwin, Mrs. James J.,</i>	83 Woodland Street
GOODWIN, MISS JEANETTE,	103 Woodland Street
GOODWIN, WALTER L.,	1204 Asylum Avenue
GOODWIN, MRS. WALTER L.,	1204 Asylum Avenue
GORDY, MRS. WILBUR F.,	Springfield, Mass.
GORTON, PHILIP G.,	64 Pearl Street
GRAVES, MRS. MILES W.,	638 Asylum Avenue
GRAY, A. MERWIN,	610 Prospect Avenue
GREEN, CHARLES R.,	Amherst, Mass.
GREEN, DAVID I.,	133 Trumbull Street
GREEN, JAMES W.,	20 Girard Avenue
GREENBERG, MRS. LEON,	13 Wethersfield Avenue
GREENE, JACOB H.,	184 Sigourney Street
GREENE, MRS. JACOB H.,	184 Sigourney Street
GROSS, CHARLES L.,	2 Central Row
GROSS, CHARLES WELLES,	2 Central Row
GUNSHANAN, JOHN F.,	20 Affleck Street
HAAS, BENJAMIN L.,	15 Niles Street
†HAAS, MISS LOUISA S.,	
†HAAS, LOUIS B.,	
HAAS, WILLIAM P.,	P. O. Box 720
HAGARTY, FRANK A.,	412 Farmington Avenue
HALL, CLARENCE L.,	274 Farmington Avenue
HALLIDAY, WILBUR T.,	114 Pearl Street
HAMERSLEY, WILLIAM,	180 Farmington Avenue
HANSEL, CHARLES R.,	18 Asylum Street
HARBISON, JOHN P.,	102 Vernon Street
HARPER, J. WARREN,	50 State Street
HART, MRS. GERALD W.,	24 Highland Street
HABTRANFT, FREDERICK B.,	49 Pearl Street
HAVEMEYER, MRS. JULIA I.,	131 Washington Street
HENNEY, WILLIAM F.,	11 Central Row
HEUBLEIN, LOUIS F.,	Hotel Heublein
HEWINS, MISS CAROLINE M.,	Public Library
HILLIARD, E. E.,	19 Charter Oak Avenue
HILLS, MRS. IRENE H.,	50 Gillett Street
HILLS, J. COOLIDGE,	19 Atwood Street
<i>Hillyer, Appleton R.,</i>	91 Elm Street

<i>Hillyer, Mrs. Appleton R.,</i>	91 Elm Street
† <i>HILLYER, DRAYTON,</i>	
<i>HILLYER, MISS LUCY T.,</i>	91 Elm Street
<i>HILLYER, MISS MARY B.,</i>	91 Elm Street
<i>HOLCOMBE, HAROLD G.,</i>	49 Pearl Street
<i>HOLCOMBE, JOHN A.,</i>	79 Spring Street
<i>HOLCOMBE, MRS. JOHN M.,</i>	79 Spring Street
<i>HOLTZ, ABRAHAM,</i>	1234 Main Street
<i>HONEY, FREDERICK R.,</i>	778 Broad Street
<i>HONISS, WILLIAM H.,</i>	60 Prospect Street
<i>HOOKE, EDWARD W.,</i>	10 Myrtle Street
<i>HOOKE, MRS. EDWARD W.,</i>	10 Myrtle Street
<i>HOWARD, CHARLES P.,</i>	116 Farmington Avenue
<i>HOWARD, LAWRENCE A.,</i>	50 State Street
<i>HUDSON, EDMUND A.,</i>	716 Main Street
<i>HYDE, ALVAN WALDO,</i>	2 Central Row
<i>JARMAN, JAMES H.,</i>	36 Pearl Street
† <i>JEWELL, CHARLES A.,</i>	
† <i>Jewell, Mrs. Charles A.,</i>	
<i>JOHNSON, MISS ELEANOR,</i>	79 Elm Street
<i>JOHNSON, MISS MABEL,</i>	79 Elm Street
<i>JOHNSTONE, CHRISTOPHER,</i>	45 Pratt Street
<i>JONES, MISS MARY G.,</i>	15 North Street
<i>KNIGHT, JAMES H.,</i>	6 Charter Oak Place
<i>KNOX, JAMES W.,</i>	50 State Street
<i>LANDERS, GEORGE M.,</i>	New Britain, Conn.
<i>LAWRENCE, CHARLES H.,</i>	199 Sigourney Street
<i>LAWRENCE, MRS. CHARLES H.,</i>	199 Sigourney Street
<i>LAWRENCE, NED,</i>	357 Capitol Avenue
<i>LEIGH, MISS JESSIE,</i>	32 Ward Street
<i>LEVY, MISS PAULINE EMMA,</i>	96 Main Street
† <i>LEWIS, MISS MARY B.,</i>	
<i>LEWIS, ROBERT H.,</i>	485 Albany Avenue
<i>LITTLE, MITCHELL S.,</i>	87 Buckingham Street
<i>LORENZ, WILLIAM A.,</i>	60 Prospect Street
<i>LUNGER, JOHN B.,</i>	9 South Highland Street
<i>LUNGER, MRS. JOHN B.,</i>	9 South Highland Street
<i>LUTHER, FLAVEL S.,</i>	Trinity College
<i>LYMAN, THEODORE,</i>	22 Woodland Street
<i>LYON, MRS. BERNARD,</i>	14 Shultas Place
<i>MARKS, MRS. M. F.,</i>	598 Farmington Avenue
<i>MARVIN, L. P. WALDO,</i>	36 Woodland Street
† <i>MASLEN, STEPHEN,</i>	
<i>MATHER, FRANK M.,</i>	156 Vine Street
<i>MCCOOK, ANSON T.,</i>	396 Main Street
<i>MCCOOK, JOHN B.,</i>	396 Main Street
<i>MCCOOK, JOHN J.,</i>	396 Main Street
† <i>MCMANUS, MRS. JAMES,</i>	
<i>MCMANUS, JAMES G.,</i>	36 Pearl Street
<i>MERRITT, JOSEPH,</i>	60 Prospect Street
<i>MERROW, GEORGE W.,</i>	34 Forest Street
<i>MERROW, MRS. GEORGE W.,</i>	34 Forest Street
<i>MIEL, ERNEST DEF.,</i>	120 Sigourney Street
<i>MILLIGAN, EDWARD,</i>	783 Main Street
<i>Mitchell, Edwin K.,</i>	57 Gillett Street

MITCHELL, MRS. EDWIN K.,	57 Gillett Street
MOORE, WILLIAM A.,	631 Farmington Avenue
MORSE, MRS. LEVERETT L.,	23 Seyms Street
MOYER, CURTIS H.,	105 Pratt Street
MUNYAN, MRS. CHESTER G.,	37 Gillett Street
†NEY, JOHN M.,	
NEY, PAUL S.,	Farmington, Conn.
O'CONNOR, MISS ALICE K.,	25 Gillett Street
OLDER, MORRIS,	11 Central Row
OWEN, CHARLES H.,	64 State Street
PALMER, MRS. FRANCES C.,	1054 Asylum Avenue
PARDEE, MISS SARAH N.,	132 Washington Street
PARKER, CHARLES E.,	50 State Street
PARKER, FRANCIS H.,	902 Main Street
PARKER, GEORGE A.,	100 Blue Hills Avenue
PARKER, JOHN M., JR.,	106 No. Beacon Street
PARKER, MRS. JOHN M., JR.,	106 No. Beacon Street
PARSONS, FRANCIS,	960 Prospect Avenue
PARSONS, MRS. FRANCIS,	960 Prospect Avenue
PATON, LEWIS B.,	50 Forest Street
PAULISON, MRS. J. C.,	West Hartford
PEASE, MRS. CHARLES A.,	720 Prospect Avenue
PECK, ERMON M.,	800 Main Street
PEILER, KARL E.,	56 Allen Place
PERKINS, ARTHUR,	803 Main Street
PERKINS, MRS. ARTHUR,	95 Niles Street
PERKINS, MRS. GEORGE,	43 Prospect Street
PERKINS, HENRY A.,	Trinity College
PERKINS, MISS MABEL H.,	43 Prospect Street
PIERCE, WILLIAM J.,	P. O. Box 1107
PITKIN, HOWARD S.,	East Hartford, Conn.
Pope, Alfred A.,	Farmington, Conn.
POST, WILLIAM STRONG,	219 Asylum Street
POTTER, ROCKWELL H.,	142 Washington Street
PRATT, CHARLES F.,	466 Farmington Avenue
PRATT, WALDO S.,	86 Gillett Street
PRESTON, EDWARD V.,	31 Gillett Street
PRESTON, MISS EVELYN W.,	31 Gillett Street
RANDALL, HERBERT,	17 Marshall Street
REDFIELD, HENRY S.,	5 Central Row
REED, GEORGE R.,	66 State Street
RICE, H. I. B.,	60 Niles Street
RIGGS, ROBERT B.,	35 Forest Street
RIGGS, MRS. ROBERT B.,	35 Forest Street
†RIPLEY, JOHN C.,	
ROBBINS, PHILEMON W.,	16 Charter Oak Place
ROBERTS, GEORGE,	63 Washington Street
ROBERTS, HENRY,	129 Lafayette Street
ROBERTS, MRS. HENRY,	129 Lafayette Street
ROBINSON, HENRY N.,	78 Asylum Street
ROOD, STANLEY H.,	95 Atwood Street
ROPKINS, MRS. EDGAR L.,	856 Prospect Avenue
ROOT, EDWARD K.,	49 Pearl Street
†ROYCE, PHILANDER C.,	
RUSSELL, THOMAS W.,	774 Asylum Avenue

SANBORN, WILLIAM A.,	684 Farmington Avenue
SANBORN, MRS. WILLIAM A.,	684 Farmington Avenue
SCHUTZ, ROBERT H.,	1075 Prospect Avenue
SCHUTZ, WALTER S.,	36 Pearl Street
SHELDON, PAUL,	60 Prospect Street
SIMPSON, SAMUEL,	1507 Broad Street
SLOCUM, CHARLES H.,	800 Main Street
SMITH, DR. E. TERRY,	70 Cone Street
SMITH, MRS. E. TERRY,	70 Cone Street
SMITH, F. GOODWIN,	17 Charter Oak Place
SMITH, FRANK G.,	253 Capitol Avenue
SMITH, H. HILLIARD,	36 Pearl Street
SOUTHER, HENRY,	851 Prospect Avenue
SPENCER, MISS MARY CATLIN,	331 Laurel Street
SPEERY, HENRY M.,	76 State Street
<i>Stedman, Miss Elizabeth S.,</i>	79 Elm Street
SUMNER, FRANK C.,	609 Farmington Avenue
SUMNER, MRS. FRANK C.,	609 Farmington Avenue
TALCOTT, GEORGE S.,	New Britain, Conn.
TAYLOR, EDWIN P.,	41 Wethersfield Avenue
TAYLOR, JOHN M.,	64 Garden Street
TAYLOR, MRS. JOHN M.,	64 Garden Street
TOMLINSON, CHARLES C.,	139 Fern Street
TRAPP, MRS. WILLIAM WALLACE,	239 Farmington Avenue
TRUMBULL, MISS ANNIE E.,	734 Asylum Avenue
TUCKER, EDWIN H.,	19 North Beacon Street
<i>Tuller Miss Mabel C.,</i>	43 Park Street
TURNBULL, THOMAS,	763 Asylum Avenue
TUTTLE, JOSEPH P.,	50 State Street
TUTTLE, RUEL C.,	36 Pearl Street
TWITCHELL, WILLIS I.,	31 Atwood Street
VEEDER, CURTIS H.,	40 Willard Street
WARNER, MRS. CHARLES D.,	57 Forest Street
WARNER, HERBERT O.,	22 Marshall Street
WATERMAN, FRANCIS E.,	88 Collins Street
WEBB, R. L.,	Mystic, Conn.
<i>Welch, Andrew J.,</i>	Hotel Heublein
WELCH, ARCHIBALD A.,	21 Woodland Street
WELCH, MRS. ARCHIBALD A.,	21 Woodland Street
WELCH, HENRY K. W.,	15 Woodland Street
WELCH, MRS. H. K. W.,	15 Woodland Street
WELLING, MRS. JAMES C.,	159 Farmington Avenue
WELLS, RALPH O.,	176 Kenyon Street
WELLS, THOMAS D.,	33 Capitol Avenue
WHAPLES, HEYWOOD H.,	955 Asylum Avenue
WHITE, HENRY C.,	1034 Prospect Avenue
WHITE, HERBERT H.,	36 Pearl Street
WHITON, FRANK W.,	118 Capen Street
WICKHAM, CLARENCE H.,	P. O. Box 645
WILLIAMS, ALLEN H.,	748 Asylum Avenue
WILLIAMS, MRS. BERNARD T.,	15 Woodland Street
WILLIAMS, MRS. GEORGE C. F.,	17 Atwood Street
WILLIAMS, MRS. GEORGE G.,	28 Prospect Street
WOLFF, ARTHUR J.,	320 Collins Street
WOODWARD, CHARLES G.,	742 Asylum Avenue

WOODWARD, JOSEPH H., 141 Washington Street
 †WOODWARD, JOSEPH G.,

ZUNNER, GEORGE, 756 Main Street

MEMBERSHIP

Life Members,	. . . . .	20
Annual Members,	. . . . .	325
Total,	. . . . .	<hr/>345

MUNICIPAL ART SOCIETY.

Minutes of the Annual Meeting November 22, 1910.

The annual meeting of the Municipal Art Society was held on the evening of the above date in the Center Church House, President Edwin Knox Mitchell in the chair.

The minutes of the last annual meeting were read and approved.

The Treasurer's report to October 1, 1910, showing a balance on hand of \$932.17, was read, accepted and ordered placed on file.

The annual report of the Society was read by President Mitchell. The report was accepted and ordered placed on file.

Reports from Standing Committees were called for.

Mr. Flagg, reporting for the committee on Civic Centers and Public Buildings, offered the following resolution, which was unanimously passed:

RESOLVED: That the City Plan Commission be asked as to the advisability of its drafting the plan of an ordinance which shall have for its object the limiting of the height of buildings facing the parks, open spaces and thoroughfares throughout the business section of the city, for the consideration of the Honorable Court of Common Council.

Mr. Schutz reported for the committee on Street Fixtures and Advertising Signs. The report concluded with several recommendations regarding electric light poles, isles of safety, numerical identification of trolley lines, the removal of encroachments on building lines, and the adoption of enamel street name plates. The report was accepted with thanks, and the recommendations referred to the Directors for action.

The committee on Publications reported that requests for bulletins of the Society continued steadily, and that a number of the earlier bulletins were nearly out of print. It recommended that the Constitution of the Society be reprinted in a bulletin in the near future. The report was accepted and ordered placed on file.

Of the Special Committees, the committee on the Park River reported briefly.

The Nominating Committee, previously appointed by President Mitchell, then announced that it was ready to report, and offered the following names to constitute, with the officers and chairmen of standing committees, a Board of Directors: Mrs. Charles C. Beach, Mrs. T. Belknap Beach, H. Leonard Beadle, Guy E. Beardsley, Thomas Brabazon.

Miss Mary Bulkley, Frederick L. Ford, Rev. James Goodwin, Merwin Gray, Mrs. Jacob H. Greene, Mrs. Appleton R. Hillyer, Mrs. John M. Holcombe, Edwin Knox Mitchell, Rev. Lewis B. Paton, George A. Parker, Rev. Rockwell Harmon Potter, Stanley H. Rood, William A. Sanborn. The report was accepted and the secretary instructed to cast one ballot for the list as read.

The address of the evening was given by Dr. John Quincy Adams, secretary of the Art Commission of New York City, who was introduced by President Mitchell. Dr. Adams showed by means of lantern slides the scope of the work of the New York Commission in preventing the erection of poor sculpture, unsightly buildings, or unsuitable works of art of any kind, or in an unsuitable place. Dr. Adams spoke with authority and with inspiring enthusiasm, so that the talk was intensely interesting and instructive. He urged the establishment of similar commissions in every large city, and especially in Hartford with its rare opportunities for civic beauty. That the audience was in sympathy with him was manifested by the emphatic vote of thanks passed at the close of the meeting, and the unanimous carrying of the following resolution, offered by Mr. Flagg in behalf of the committee on Civic Centers and Public Buildings.

RESOLVED: That in an effort to protect the City from the embarrassment of bad statuary, commercial monuments, etc., and to care for such worthy works of art as are now possessed by the city, the Court of Common Council be asked to consider the advisability of creating a competent art commission whose judgment can be relied upon and accepted as final, in all questions of civic art.

The meeting adjourned at 9.45 p. m.

Attest.

HETTIE GRAY BAKER,
Secretary.

Annual Meeting

November 22, 1910

PRESIDENT MITCHELL'S REPORT

Ladies and Gentlemen:

This is the sixth Annual Meeting of the Municipal Art Society, and we enter tonight upon the seventh year of our existence. It is perhaps worth while to pause for a moment and take stock and see just how we stand. The purpose and object of this Society as declared in its Constitution is "*to conserve and enhance in every practicable way the beauty of the streets, buildings and public places of Hartford; to stimulate interest in the scenic, artistic, and architectural development of the city, and to encourage a greater civic pride in the care and improvement of public and private property.*" All will admit that this is a worthy

aim and ambition, and no one will deny that this Society has been actually doing some of these things. We have as a Society been one of the agencies which has helped to bring about the very marked improvement in civic affairs in the city of Hartford in recent years, and if there was ever a reason for our existence that reason still holds good today. But I question whether the citizens of Hartford, or even all the members of this Society, fully understand our proper function in the life of the city. It must be remembered that this city, like all American cities, has a regularly constituted government based upon a charter granted by the State Legislature, and we as citizens from time to time elect officers to administer and regulate our city affairs. Now these officers are properly charged with the very duties named in our Constitution as *the object* of this Society. It might, therefore, seem at first as though we had no reason for existence, and some have even thought as much, and have not hesitated to say so. But if that is true, then there are many other voluntary organizations that are likewise cumbering the ground. Indeed, all other voluntary organizations that are devoted to the public welfare should be abolished, if the City Government is to undertake to do everything necessary to our welfare. But what are the facts in the case? The city officials can move no faster than "public opinion" will support them, and, busied about their daily tasks, how are they to discover the movement and demands of public opinion? Then on the other side, how is public opinion to make itself known to the proper officers of government? Besides, cannot something be done to cultivate and develop public opinion? Now it is just here that this Society and all other similar voluntary associations of citizens have their *raison d'être*.

The Municipal Art Society of Hartford may be said to have two main functions. First, to direct and cultivate the growing sense of beauty and art in all matters pertaining to our common civic life; and, second, to give public expression to this developing artistic sense and seek to effect a steady improvement in our out-door municipal affairs. Of course, we assume no functions of government and crave none. But every citizen has a right to give free expression to that which he believes to be for the public welfare. And any two or more citizens have a right to combine and give united expression to their common views on public questions. This is the reason for and the justification of all voluntary organizations and societies for civic betterment. This and that voluntary society is an organ for the creation and expression of public opinion regarding this or that phase of our common life. And any city government, and especially the officials of the city of Hartford, are only too glad to receive the encouragement and assistance of any man or body of men working for the betterment of the city.

Now the Municipal Art Society is devoted specifically to the out-door art interests of Hartford. And whatever is out of doors belongs in a way to the people as a whole. An ugly vacant lot, a dilapidated building, an unsightly vista between houses, in short, any gross offense

to the artistic sense is a matter of public concern. "No man liveth to himself," and no house standeth to itself in a city of houses. We are all members of one great municipal household. And it is a fair city in which we live,—one of the fairest in the land. An expert, who has made a careful study of Hartford, declares that we come within thirty per cent of possessing the possibilities of an *ideal city*. Not that we have already attained. Far from it, but we may and should press on toward the goal that lies before us. And one of the first steps to be taken is to give our beautiful State Capitol its proper central position in the new city plan. It must be apparent to all that it is not at present related in any true artistic way to its environment and to the city as a whole. What a magnificent chance there is now to bring the proposed municipal building and the State Capitol into proper connections with each other by a broad mall which would glorify the whole city. And in a similar way the railroad station and the State House might be brought into living relations with each other. The State Library and the Armory should each be wedded to the Capitol, which would then be a glorious center unrivalled in this or any other land.

The opening up of one or more new avenues westward is likewise a matter of immense importance to the proper growth of the city. This can be done now for a fraction of what it will cost the city if it be delayed a decade or more. The widening of Jewell Street and the extension of Ann Street to Jewell would give great relief to Trumbull and High Streets and set the north and south traffic free to circulate unhindered. A cross town trolley line is sadly needed in Sigourney Street to connect the northern part of the city with the great factory district on the south side. These are all fundamental changes which should receive attention before the ideal city becomes impossible through mal-adjustments to practical necessities.

When we turn to our parks and playgrounds the future is bright. Each year is an advance, and best of all, the people and especially the children are using the parks as never before. Mr. Parker and his assistants know how to lure the young into the open fields and shady groves with baseball diamonds, tennis courts, swings, sand piles and all that makes for joy and gladness in the child heart.

The work of our Society since the last annual meeting has perhaps been less than usual. But the period has been short, since it dates only from February 25th. One general meeting was held on March 18, at which Mr. Ford gave an illustrated lecture on the streets and traffic conditions in certain European cities. The attendance was large. We were represented by Mr. Flagg at the annual meeting in May of the American Federation of Fine Arts, which met in Washington. We were also represented by Mr. Ford at the Second National Conference on City Planning, which met in Rochester in May.

By vote of your Directors in March, our Society became a member of the recently formed Hartford Federation of Arts, which is composed of the various art societies of this city.

The demand for our bulletins continues. Hardly a week passes that some public library, or civic association, or individual does not ask for a copy of some particular bulletin, or a whole set. Another bulletin is now passing through the press and will soon be distributed to the members. It will bear the title, The History of the Streets and Street Names of Hartford. A new edition of our Constitution and By-Laws should be issued soon.

And now as to our membership. It numbers at present 337, of whom 20 are life-members. This is far from the number we ought to have. We therefore invite any and all who are interested in out-door art in Hartford to unite with us in this work. There is room for all and work for all. The annual dues are but \$2.00, and each member of the Society chooses the field or phase of work that appeals to him or her. The city is growing rapidly and we may each and all have a hand in shaping its future and in making it the ideal city of New England.

TREASURER'S REPORT

November 22, 1910.

1910.

GENERAL ACCOUNT.

DR.

Oct. 1.	To balance from last account,		\$490.33
1909.	To one life membership received,		25.00
	To annual memberships received:		
	To July, 1908,	\$6.00	
	To July, 1909,	20.00	
	To July, 1910,	72.00	
	To July, 1911,	390.00	488.00
	To sale of booklet: "Hartford, Its Points of Interest,"		
	to hotels at cost, 4,000 copies,		57.00
	Interest on cash in savings banks,		18.52
			<u>\$1,078.85</u>

CR.

By expenses of Secretary and Treasurer:			
Stationery and printing,	\$36.51		
Postage,	5.00		
Miscellaneous,	3.45		44.96
By expenses of Committee on Street Fixtures,			46.72
By expenses of two lectures,			15.00
By membership dues in other art societies,			15.00
By transfer to Permanent Fund,			25.00
			<u>\$146.68</u>
By balance on hand,			932.17
			<u>\$1,078.85</u>

Audited:

HENRY R. BUCK,
H. HILLIARD SMITH,
Finance Committee.

RECEIPTS AND DISBURSEMENTS.

1910.

Receipts from all sources,

Disbursements:

	F. L. Dettenborn, Committee on Street Fixtures,	\$6.05	
	Clark & Smith, printing,	13.38	
	Board of Street Commissioners,	39.17	
	Enamel Steel Sign Co., Committee on Street Fixtures,	1.50	
	H. R. Buck, Secretary, stationery,	5.00	
Sept. 12.	J. C. Hills, use of stereopticon at F. L. Ford's lecture, March 18, 1910,	10.00	
	George's Express Co., cartage of publications to State Library and Hartford Bar Library, . .	2.65	
	H. R. Buck, receipted bill of Wm. B. Edwards for janitor service at F. L. Ford's lecture, March 18, 1910,	5.00	
	American Federation of Arts, chapter dues for year 1910-1911,	10.00	
Oct. 24.	Clark & Smith, postals, letter heads, envelopes, etc.,	23.13	
	Herbert Randall, Treasurer, dues to Fine Arts Federation of Hartford, 1910-1911,	5.00	
	Society for Savings, one life membership, . . .	25.00	
	George W. Burch, one rubber stamp, . . . . .	.80	
		<u>\$146.68</u>	
	Balance,	932.17	\$1,078.85

PERMANENT FUND.

1910.

Feb. 28.	Cash on deposit with Society for Savings,	\$1,006.31
Oct. 25.	Membership fee of one life member,	25.00
Nov. 21.	Interest credited by Savings Bank,	20.12
		<u>\$1,051.43</u>
	Total cash on deposit, Nov. 21, 1910,	\$1,051.43

REPORT OF COMMITTEE ON PRINTING AND PUBLICATIONS, NOVEMBER, 1910.

No bulletins have been referred to this Committee for publication since February, when we last reported to you, but the distribution of previous publications continues in accordance with the custom of the Society and in answer to very numerous requests from all parts of the country. So many have these requests been, in fact, that some of the earlier bulletins are nearly out of print. Your committee ventures to suggest that the constitution of the Society, which was published in bulletin 1, and is, therefore, not readily accessible to new members, be republished in the report of this meeting, with the by-laws as they stand today.

In view of the financial condition of the Society, your Committee has not deemed it advisable to furnish binders for sets of bulletins for members, at present. Neither is it able to complete sets for those members who have not the complete file.

The list of bulletins published by the Society is as follows:

1. List of members, officers, directors, etc. The Constitution and by-laws. Two papers on "What is a Municipal Art Society."
 2. The grouping of public buildings.
 3. Why Laurel St. should not be extended through Pope Park.
 4. Proceedings of 1st annual meeting, Oct. 17, 1905. Some municipal problems.
 5. Preservation and restoration of City Hall.
 6. Proceedings of 2nd annual meeting, Nov. 27, 1906.
 7. City improvement from an artistic standpoint.
 8. Proceedings of 3rd annual meeting, Jan. 25, 1908.
 9. Hartford Street Names. Owing to the necessity of entirely recasting this bulletin, its publication is still delayed. The amount of work in preparing it was very much greater than was anticipated, but it will be a unique and invaluable history of Hartford street names when issued and a distinct addition to the history of Hartford.
 10. Competition for an electrolier with an "Isle of Safety."
 11. Proceedings of Fourth Annual Meeting, Nov. 13, 1908, and papers read at that meeting.
 12. Street Name Plates. An investigation by the committee on Street Fixtures and Advertising Signs. 1909.
- Leaflet No. 1. Hartford: Its points of interest.

Respectfully submitted,

HETTIE GRAY BAKER,
Clerk.

REPORT OF COMMITTEE ON STREET FIXTURES AND ADVERTISING SIGNS.

November 22, 1910.

The committee on Street Fixtures and Advertising Signs begs to submit its report as follows:

Since the last annual meeting the city's street lighting system has been greatly improved and in the business section the Hartford Electric Light Company has replaced the unsightly wooden poles with metal ones. These new poles, however, can hardly be considered artistic, as they are very slender and such ornamentation as is attempted at the top is of a very inferior order. It would seem that the city could afford gradually to replace these poles by electric light standards of its own, of an original and artistic design, and we recommend that this Society conduct a competition with suitable prizes to secure a characteristic Hartford design that can be adopted by the city authorities. In this connection we ask the electric light company to consider whether a bronze brown paint, such as has been adopted in New York City, would not be more serviceable than the dark green color, which is now used in painting its poles.

Isle of Safety.

During the past year an Isle of Safety has been placed by the city in the center of Trumbull Street at the junction of Pearl Street. We believe that this Isle of Safety will prove of great value in dividing the traffic, which, with the double tracking of Pearl Street, will become more and more congested. We think this Isle would be more efficient if the stone platform, in the center of which the electrolier is erected, were considerably larger to admit of several persons standing upon the platform when seeking a refuge from passing vehicles.

We believe that other Isles of Safety should be erected at various street intersections and that strictly enforced traffic ordinances are necessary, safely and profitably to control our rapidly increasing vehicular traffic. The Chairman of this Committee, while in Europe during the past summer, noticed that large and small isles of safety are used in all of the best regulated cities on the Continent. In the City of Hamburg there is a trolley center near the Union Railway Station very similar to ours on the north side of City Hall. There an Isle of Safety large enough to accommodate thirty or more people is built in the street close to the outer railway track at an elevation of about six inches above the street. The passengers alight upon or board the cars from this platform in perfect safety from passing vehicles. Unless something is done to protect the foot passengers who stand in throngs in the center

of State Street waiting to board the suburban cars, a very serious accident will result. If an Isle of Safety is not established at this point a place can at least be roped off by means of iron supporting posts as is done at Madison and other Squares in New York. But we recommend that a wooden platform be placed in the street, and, if after trial this proves helpful, a stone and concrete Isle of Safety can be built.

Identification of Trolley Lines.

In most of the European cities the plan has been adopted of identifying the various trolley routes or lines by large white numbers (in addition to the names on the sides of the cars) painted on a metal disk and elevated above the roof of the front and rear of each car. These numbers are plainly visible when the car is fifty feet or more away, at night are illuminated by reflected light, and are especially helpful to a stranger, since a policeman or usually any bystander can give him the number of the line which will take him to the desired destination.

As an example take the Farmington Avenue lines; if the West Hartford cars carried a Number 1, the Elizabeth Park a Number 2, and the Prospect South a number 3, it would be much simpler for a native or a stranger to hail the desired car than to try and decipher the name on the front of the car or the combination of colored lights, which are necessarily duplicated in different parts of the city. Furthermore, if the numbers ran as high as 23 or higher, an stranger would know at once that Hartford has a well developed trolley service.

Trolley Stop Signs.

Acting upon the suggestion of the City Engineer and this Committee the Connecticut Company is now indicating the trolley stopping places by a band of aluminum paint placed upon the poles at a uniform distance of ten feet from the ground. This is a great improvement over the previous method of painting all the lower part of the pole white, which soon became dirty and unsightly.

Trolley Feed Wires.

One great improvement should be made without further delay, viz: to place the trolley feed wires in the center of the city underground. It is almost a travesty of justice to force all wires within a certain radius of the City Hall underground and suffer the most dangerous and unsightly, viz, the trolley feed wires, to remain. The Company claims that under the Tucker grant it has a right to maintain these wires, and the city's legal advisers say that a friendly suit is necessary to determine this question. If so, where is this friendly suit? It would seem that a far-sighted and public spirited corporation like the Connecticut Company would of its own motion bury these wires rather than wait for a Public Service Commission to order them down.

The Legislature is soon to be with us. Why not suggest to Mr. Mellen that he has a month in which to quietly remove the objectionable

wires, and if he does not take the hint, possibly the General Assembly can find a way to amend the Tucker grant.

Sidewalk Obstructions.

With a highhandedness that was absolutely refreshing, the Street Board a couple of years ago cleared the obstructions and pitfalls from the sidewalks of State Street, in connection with the new bridge improvement. We wish that the same cyclone might strike some of our other streets and sweep away the steps, barber's poles, railings and other encroachments which under a let alone doctrine have wrongfully occupied parts of our all-too-narrow sidewalks.

Hartford, although the citizens are slow to realize it, is a big city with heavy foot passenger traffic in the central portions. Every inch of sidewalk that the public is entitled to should be made available for foot passengers; and because an obstruction has existed without municipal objection for years, is no reason for longer continuance, since the statute of limitations does not run against the city. By the same reasoning, the ordinance forbidding electric or other signs from extending out beyond the building line should be rigidly enforced. Gradually these signs seem to protrude further into the street; and now that each druggist must spell his name in letters of fire to attract the unwary, there is ever-increasing danger that the ordinance may be more honored in the breach than the observance.

The motto of this Society should be "Eternal Vigilance" and its chief duty the looking out for everybody's (i. e. the public's) business, which is too often nobody's business.

Street Name Plates.

During the past year this Committee, with the consent of the Street Board, has caused 15 blue enamel street name plates to be erected on Asylum Street from Union Place to Main Street. These plates have the street name in white letters on a blue field, and below the name are the house numbers at the beginning and ending of the block, with an arrow pointing in the direction which the numbers run. We believe that these name plates are a great improvement over the iron ones used by the city, which so soon become rusted and illegible. The objection that the blue enamel signs are not sufficiently durable has, we think, been refuted by these sample signs, which, after a year's use are as perfect as when first put in place. They could be protected and made more attractive if set in a heavy wrought iron frame of artistic design. The Chairman of the Committee was pleased to note that practically all the European cities have adopted the blue enamel street name plates, and it is our hope that the Street Board will gradually replace its iron name plates with blue enamel ones. They are very inexpensive, and if some are destroyed by the stone and the small boy, they can be replaced at small cost, and this form of vandalism can be put a stop to by calling out the Boy Scouts.

Furthermore, most European cities have a uniform system of house numbers, usually a blue enamel field with white number. These are placed at a uniform height upon the front of each building, and are a great improvement upon our haphazard system of house numbers, most of which are absolutely undecipherable after dark. The blue enamel numbers would be sufficiently illuminated at night by the street lights to be readable. This Committee proposes to ask the permission of the Street Board to place such enamel street numbers upon the houses of one of our streets, in order that their feasibility may be demonstrated.

In this connection we remind the members that the Society's Bulletin No. 12 entitled "Street Name Plates" and prepared by our splendid Secretary, is the first publication on the subject, and requests for the Bulletin come from all parts of the country.

The Committee would summarize its recommendations as follows:

1. That the city gradually replace the present electric light poles with standards of its own, artistic in design, and that these standard be painted a bronze brown.

2. That the Society hold a competition for an electric light standard that it may secure a design that it can recommend to the city for adoption.

3. That more Isles of Safety be established and that a temporary one be placed without delay in State Street north of the City Hall.

4. That the Society recommend to the Connecticut Company the adoption of a numerical system of identification of trolley lines similar to that in use in many European cities.

5. That no effort be spared to force the trolley feed wires under ground within a mile radius of the City Hall.

6. That we urge the Board of Street Commissioners to remove all existing encroachments upon the city's sidewalks and beyond the building lines, and that the Board be especially vigilant to see that no new encroachments are made.

7. That we urge the city authorities to adopt the blue enamel street name plates and uniform house numbers.

Respectfully submitted,

WALTER S. SCHUTZ,
Chairman.
 November 22, 1910.

REPORT OF COMMITTEE ON THE PARK RIVER.

During the past year a special committee was appointed to consider the question of the improvement of the Park River.

This Committee cannot even make a report of progress, for at the very outset of its work this Committee found that neither the Park River nor anything connected with this unholy stream seems to progress. The Park River (at least during most of the year) ends with a dam, and this is just where lawsuits, negotiations and all committees, including the present one, seem to end. There is only one way out of the dilemma. the dam (like Carthage) must be destroyed! Or what is equivalent, the private rights, if any exist, must be destroyed and the city must secure absolute control of the dam and the property on each side of it.

After more than 10 years of innocuous desuetude it is too much to hope that the lawsuit can die a natural or even an unnatural death, but rumor has it that negotiations are going on between the Daniels' Dam Descendants and the City's legal department looking to some conclusion of the matter. Will not Mayor Smith claim the halo that awaits him who has the valor to cut the Gordian knot that ties up the Park River improvement? Certainly this Society will pledge him its loyal support in his endeavors to secure this end.

With the dam under municipal control the rest of the problem would appear to be an easy one. By proper regulation of the water, the bed of the stream can be kept flushed, and it would seem that a concrete bed could be laid at no prohibitive expense, from the stepping stones to the dam, and by narrowing the stream on the north side from the Trinity Street Bridge to the new Hoadley Bridge, Jewell Street could be widened at least 30 feet and made a splendid artery from the Railroad Station to lower Main Street. Already the traffic upon Jewell Street is very extensive, and if the dam can only be speedily secured, the rest of the improvement will follow as a matter of course.

Respectfully submitted,

WALTER S. SCHUTZ,
Chairman.

CONSTITUTION.

Adopted October 18, 1904

ARTICLE I

Name

This Society shall be called THE MUNICIPAL ART SOCIETY OF HARTFORD.

ARTICLE II

Object

The object of this Society shall be to conserve and enhance in every practicable way the beauty of the streets, buildings, and public places of Hartford; to stimulate interest in the scenic, artistic, and architectural development of the city; and to encourage a greater civic pride in the care and improvement of public and private property.

ARTICLE III

Membership

There shall be three classes of members: Life, Annual, and Honorary.

1. Life members shall be such persons, approved by the Committee on Membership, as shall contribute twenty-five dollars for the uses of the Society.

2. Annual members shall be such persons, approved by the Committee on Membership, as shall contribute two dollars annually for the uses of the Society, payable in the month of July.

3. Honorary members shall be such persons as the Society may elect at an annual meeting, upon recommendation of the Board of Directors.

4. Annual members who have not paid their contribution at the time of the last meeting of the Board of Directors previous to the annual meeting, may be stricken from the rolls, by vote of the Board.

ARTICLE IV

Meetings of the Society

The annual meeting of the Society shall be held on the third Tuesday in October. Special meetings may be called by the Board of Directors at any time. Twenty-five members shall constitute a quorum.

ARTICLE V

Board of Directors

The Society shall be governed by a Board of Directors, consisting of eighteen members, who shall be elected at the annual meeting, and of the Chairmen of the various Standing Committees. They shall hold office until the next annual meeting, or until their successors are elected, and may fill vacancies in their own number for any unexpired term.

The Board of Directors shall choose from their own number a President, and shall elect the other Officers of the Society, and may make such By-Laws and rules for the government of the Society as shall not be inconsistent with this Constitution.

They shall have entire control of the property and funds of the Society, and shall make a full report of their proceedings to the Society at the annual meeting.

Regular meetings of the Board shall be held on the first Tuesdays of June, October, December, and March.

Special meetings may be called by the President whenever he may think necessary, and he shall call such meetings at the written request of at least three Directors.

Five directors shall constitute a quorum.

ARTICLE VI

Officers

The officers shall be a President, First, Second, and Third Vice-Presidents, a Secretary, a Treasurer, and a Librarian.

These officers shall be elected by the Board of Directors, by ballot, at the first meeting of the Board after the annual meeting, and shall hold office for one year or until their successors are elected.

The Board shall fill a vacancy in any office for the unexpired term.

ARTICLE VII

President and Vice-Presidents

The President shall preside at all meetings of the Society and of the Board of Directors.

The President shall appoint, subject to the approval of the Board of Directors, the Standing Committees and such special committees as he may from time to time deem necessary.

The President shall be *ex officio* a member of all standing and special committees, and shall be entitled to vote at their meetings; but shall not be counted in forming a quorum.

In the absence of the President his duties shall devolve upon the Vice-Presidents in order.

ARTICLE VIII

Secretary

The Secretary shall keep a record of the proceedings of all meetings of the Society and of the Board of Directors.

He shall be the custodian of the seal and the records.

He shall keep a roll of all members.

He shall conduct the correspondence of the Society and issue notices of all meetings of the Society and of the Board of Directors.

He shall make a written report at the annual meeting.

ARTICLE IX

Treasurer

The Treasurer, under direction of the Board of Directors, shall have charge of the funds of the Society.

He shall collect all moneys due the Society.

He shall make such disbursements and only such as the Board of Directors shall order.

His accounts shall be audited by the Auditing Committee one week before the annual meeting, and he shall present at such meeting a detailed statement showing the financial condition of the Society on the first day of October preceding.

ARTICLE X

Librarian

The Librarian shall be the custodian of such books, papers, and maps received or published by the Society as the Secretary shall direct.

ARTICLE XI

Standing Committees

There shall be the following Standing Committees:

1. A Committee on Membership.
2. A Committee on Street Fixtures and Advertising Signs.
3. A Committee on Civic Centers and Public Buildings.
4. A Committee on the City Plan.
5. A Committee on Parks, Thoroughfares, and Playgrounds.
6. A Committee on Baths and Houses of Comfort.
7. A Committee on Permanent Work.
8. A Committee on Exhibitions and Competitions.
9. A Committee on Printing and Publications.
10. A Committee on Law.
11. A Committee on Legislation.
12. An Auditing Committee.

ARTICLE XII

General Provisions Governing Standing Committees

Each Committee shall elect a clerk.

The Chairman may call meetings at his pleasure, and shall call meetings on the written request of two members.

The Clerk shall keep the minutes of the meetings in a book provided for that purpose, which shall at all times be open to the inspection of the Secretary of the Society.

Three members of a Committee shall constitute a quorum.

No indebtedness shall be incurred by any Committee except by approval of the Board of Directors.

Bills contracted by a Committee shall be countersigned by the Chairman and presented to the Board of Directors for payment.

Each Committee shall make a written report at the annual meeting.

ARTICLE XIII

Amendments

This Constitution may be amended at any annual or special meeting of the Society by a two-thirds vote of those present, provided the proposed amendment shall have been submitted in writing to the Secretary and set forth in the call for the meeting.

BY-LAWS.

Adopted November 15, 1904

ARTICLE I

Meetings

The following shall be the Order of Business at all regular and special meetings of the Board of Directors, unless changed by a majority vote of those present:

1. Reading of Minutes.
2. Reports of Officers.
3. Reports of Standing Committees.
4. Reports of Special Committees.
5. Elections.
6. Unfinished Business.
7. Miscellaneous Business.

ARTICLE II

Standing Committees

It shall be the duty of the various Standing Committees to investigate matters within the scope of their respective appointments, and to report thereon through their chairmen at the regular meetings of the Board of Directors. The Directors may also call upon the various Standing Committees for special reports at any time.

ARTICLE III

Finance

1. The Board of Directors shall choose from their own number two members, *not officers*, as a Finance Committee, to hold office during the pleasure of the Board.
2. The Board of Directors shall, from time to time, appropriate such sums as they deem necessary to the Finance Committee to defray the ordinary running expenses of the Society.
3. The Finance Committee shall apportion the appropriations provided for in Section 2 of this article among the various officers and committees to defray their ordinary running expenses, and no bills shall be contracted by any officer or committee except with the sanction of the Finance Committee.
4. The Finance Committee may make order upon the Treasurer for the payment of all bills contracted under their authority.
5. Appropriations for extraordinary expenditures shall only be made by vote of the Board of Directors.

ARTICLE IV

Amendments

These By-Laws shall only be amended by a two-thirds vote of the Directors present at any meeting.

PUBLICATIONS OF THE MUNICIPAL ART SOCIETY.

BULLETIN No. 1. Officers, Directors, Standing Committees, Constitution, By-Laws, and Members, and What is a Municipal Art Society?

BULLETIN No. 2. The Grouping of Public Buildings.

BULLETIN No. 3. Why Laurel Street Should not be Extended Through Pope Park.

BULLETIN No. 4. Proceedings of the First Annual Meeting, October 17, 1905, and Some Municipal Problems.

BULLETIN No. 5. The Preservation and Restoration of the City Hall.

BULLETIN No. 6. Proceedings of the Second Annual Meeting, November 27, 1906.

BULLETIN No. 7. City Improvement from the Artistic Standpoint.

BULLETIN No. 8. Proceedings of the Third Annual Meeting, January 25, 1908.

BULLETIN No. 9. Hartford Street Names—to be issued, 1911.

BULLETIN No. 10. Competition for an Electrolier with an "Isle of Safety" at the intersection of Trumbull and Pearl Streets.

BULLETIN No. 11. Proceedings of the Fourth Annual Meeting, November 13, 1908; The Housing Question; The Billboard Campaign.

BULLETIN No. 12. Street Name Plates. An investigation by the Committee on Street Fixtures and Advertising Signs. July, 1909.

BULLETIN No. 13. Proceedings of the Annual Meeting, February 25, 1910. Officers, Committees, Reports of Standing Committees. "What We Can Do To Improve Hartford."

BULLETIN No. 14. Proceedings of the Annual Meeting, November 22, 1910. Officers, Members, Reports of Standing Committees, Constitution and By-Laws.

LEAFLET No. 1. Hartford: Its Points of Interest.

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PUBLICATIONS OF
THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT

BULLETIN No. 15

THE
OLD STATE HOUSE, HARTFORD
Why It Should Be Preserved



Organized 1904

HARTFORD, CONN.
PUBLISHED BY THE SOCIETY
1911

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1911

NOTE.

Bulletin 15, "The Old State House, Hartford," is published in accordance with a vote of the Board of Directors on March 2, 1911, which authorized a large edition, in the hope that the presentation of the arguments contained herein would add emphasis to the belief of the Society that "Hartford cannot afford to put this heritage, with its wealth of possibilities, out of existence."

PUBLICATION COMMITTEE.

March 3, 1911.

SAVE THE OLD STATE HOUSE

EMILY S. G. HOLCOMBE

The many arguments on the preservation of the old Bulfinch State House with the "pros and cons" bring to my mind a similar agitation when the restoration of the ancient burying-ground and widening of Gold Street were before the public, and an editorial of the late John Addison Porter in which occurred the following statement: "This plan combines both sentiment and utility" (January 26, 1897). Thus in brief form he presented the combination of advantages. The whole city was interested then as now in the proposed improvement, when truly "sentiment and utility" went hand in hand. Every one had ideas on the subject, for or against,—the difficulties, the expense, the impossibility of accomplishing so radical and costly a work. Sentiment was ridiculed a good deal, but it was nevertheless a factor not to be overlooked. It was, however the great *practical* value to the city that inspired the work and that gave courage and endurance throughout the long contest. There were difficulties then; there are difficulties now. But in time everything came out well and everybody rejoiced. Sentiment could revel in the preservation and cleanliness of the sacred burial-ground and feel grateful and happy in the changes, but utility not only could revel in present betterments but could anticipate countless commercial gains for the future. The city can now realize, better than ever before perhaps, the far-reaching value of that improvement which was involved in the saving and restoration of one of Hartford's inherited possessions. After a lapse of thirteen years and looking back to that time of doubt and uncertainty, it is not difficult to see the rich harvest the city has already reaped from the expenditures incurred at that time.

Another heritage bringing with it responsibilities as to our custodianship, and obligations to future generations, is the old Bulfinch State House. In the struggle to save the life of this noble specimen of America's greatest colonial architect we are attracting the attention of outsiders. Even New Yorkers take time to notice our efforts, and the following from "Life" is worthy of attention:—

"There is a rumor that Hartford contemplates tearing down her old Bulfinch State House, which she has used lately as a city hall.

"Oh, no, Hartford, don't! What do you want, an office building? Office buildings are common. Bulfinches are scarce and there are no more making.

"You have got one of the best bridges, one of the best graveyards and one of the best second-hand State Houses in the country, Hartford. Keep them all."

It is well to weigh the opinion of strangers who with longer range of view obtain a truer perspective. Last year a gentleman very familiar with both European and American cities came to Hartford, and was shown the many beauties and attractions of the city that our citizens are so justly proud of. When the trip was finished and the party was turning into Asylum street from Main, on the way to the station, he exclaimed — "Stop! Let me have one more look at the old Bulfinch State House." After an intense survey, he exclaimed "That is the finest thing in your city and it is one of the most beautiful buildings in the whole land. Few cities have anything to compare with it."

Prof. Ernest Kidder's opinion as printed in the papers a week ago also deserves careful thought — when he said "Why, I would as soon think of tearing down the American flag as that city hall. If your people must tear down something let them tackle the post office and open up the space east of the city hall so that everybody may see and appreciate what a splendid monument Bulfinch left in your city."

Should this building be restored (and a fine beginning has been made by cleaning the paint from the brown stone), it would prove a great asset for the future Hartford. It is one of the finest and most interesting structures in New England outside of Boston, and even there such modern features have been added to the Massachusetts State House that we might even claim a truer type in the simplicity and grace of this Bulfinch creation.

We have not only Hartford and the present to think of, when we consider our responsibilities, we have the state and our children's children, for those that come after us would never forgive such vandalism as the destruction of this old building, which once destroyed can never be recreated.

In the effort of the Society of Colonial Dames to aid in saving and restoring the old State House, the interest has been wide spread. From all parts of the state have come expressions of the most intense interest and many hundreds of dollars have been contributed from points outside of Hartford to make the sum of \$10,000.00.

Such a treasurer in the city as this old building would attract large numbers of people. Let us think for a moment how foreign hotels and cities live on the harvest brought by guests; steamship lines prosper from the same source, and a statistician could make an interesting statement on estimating the value of pictures and buildings as assets to the various foreign cities possessing them.

Hartford cannot afford to put this heritage with its wealth of possibilities out of existence.

Utility as well as sentiment protest against so blind a sacrifice of public treasure.

CHARLES NOEL FLAGG

From the earliest known history of man to the present time there have been periods when people have discarded a higher and better for a lower and worse state of civilization, and these variations, or cycles, are shown more clearly in the changing arts of design than in any other way. For instance the English speaking people are now emerging from what has been known as the "Victorian era," marked distinctly by a decadence in architectural form, affecting adversely the buildings, furniture, and even the dress of men and women.

In the mad and senseless rush to be classed as fashionable, churches of exquisite design have been torn down, and replaced by hideous and meaningless masses of stone, brick and mortar, dignified houses replaced by monstrous jig-saw and other eccentricities, solid mahogany furniture strongly built and peculiarly beautiful in form sold for little or nothing, and replaced by bedsteads, sofas, tables and chairs of poor workmanship, and made of black walnut, often glued piece on piece, and perhaps gilded in spots, and altogether presenting to the eye nothing more or less than an extravagant orgy of bad taste.

A few persons, who could afford to follow the fashion, had the wisdom to resist the temptation to sink their saner perceptions in the vulgar trend of the time, and others too poor to follow the procession, apologetically, sometimes, kept their old things, which they unexpectedly sold later, at large prices or retained, that they might boast of their superior judgment, after the revulsion of sentiment, which was bound to ensue, eventually set in.

Now what I have stated here is simple history, illustrating the fact that when the teaching of and practicing in the fine arts is at a low ebb, as in this country during a part of the so-called "Victorian era," the common taste of the people wanes, and becomes bad, and so life, morals and comfortable existence are adversely affected.

At present, fortunately there is an awakening throughout the land, art is beginning to be taught in the public schools, National, state and municipal art commissions are tolerated and in more enlightened places encouraged. Streets are kept cleaner, and although commerce, with no other thought than immediate dollars, is responsible for the erection of many hideous structures, there are signs, and visible demonstrations, such as our East Hartford bridge, and new State Library, which show that the hood is being removed and that some persons are awake to the intrinsic and intellectual value of symmetrically and honestly presented lines and masses, in architectural monuments. This bodes a better condition, but being more or less clogged by short sighted prejudice, it cannot but be slow.

Genuine old furniture is now cherished, not only by those who recognize its beauty of design, but by others who wish to be in the fashion. If these old pieces of furniture, seen by comparatively few people, are worth preserving, as they are, how much better worthy of preservation is an old building of almost perfect design, of absolutely authentic origin, and planned by the greatest American architect of his day, Charles Bulfinch.

It has been urged again and again that the preservation of this building is only a matter of sentiment, as opposed to reason. Sentiment should and does enter into the question, but it is, in the opinion of many persons, capable of appreciating the beauty of the edifice, a secondary consideration. The building should be preserved primarily as a model and as a lesson to this and coming generations; a lesson we should all take to heart, as illustrating the fact that simple lines and forms, without ostentation or great expense, can, in the creation of a building under the direction of a master mind, be made more imposingly beautiful than structures costing millions of dollars, in the planning of which a true architectural sense is lacking. Furthermore, I wish to state that from a purely commercial point of view, as giving a return in dollars and cents, the preservation of this building, no matter what the cost, will, through its influence for better taste in architecture and as an addition to the attractiveness of the city, prove to be one of the best investments possible.

The true significance of the offer of the Colonial Dames to contribute \$10,000 toward its restoration has not been completely understood. The money which they generously offer means less than the expression which the offer represents. Who are the Colonial Dames? Certainly membership in the body is not restricted to the rich, and when the names of the donors to the State House restoration fund are published, as they will be, it will be found that the society has representatives in many walks in life and in every part of the state. That they are Americans we know, and we also know that many of them have husbands who support them in their offer of \$10,000, and sympathize with their endeavor. Thus we are forced to acknowledge that a great number of representative men and women in Connecticut earnestly and unequivocally advocate the preservation of the old State House.

The recently formed Connecticut Academy of Fine Arts, whose charter roll of membership when completed will include a large number of the architects, sculptors, and painters of the State, at the first meeting of its council, held January 18th of this year, after the election of officers, immediately proceeded to the adoption of the following resolution introduced by James Britton, and to say that its adoption was unanimous and enthusiastic is to be well within the mark.

"Resolved, That the council of the Connecticut Academy of Fine Arts hereby places upon record its unequivocal endorsement of the movement toward the preservation of all architectural monuments of colonial times, including buildings erected during the colonial period, or

during the early days of the republic, after colonial models. It especially recommends the economical restoration of the old Connecticut State House, now the Hartford City Hall, to a condition conforming, as closely as possible, to the original design.

"Resolved, That a copy of this resolution be presented to the common council of the city of Hartford."

Economical restoration is urged, and fire-proofing considered unnecessary. The building has stood for over a hundred years, and with proper care can stand for hundreds of years to come. The extravagant estimates of the cost of restoration are made by persons who, in many instances, would like to see the building demolished.

New Haven thoughtlessly destroyed its old State House and now the act is deeply deplored and regretted, although it was not nearly as beautiful a structure as ours.

Economical restoration would mean, a new roof, removing the paint from the brick, replacing the window sashes of the lower story with sashes like those above, re-installation of a stairway conforming to the original design, and redecoration of the rooms and chambers. Positive assurance by architects, who have had wide experience in such problems, and who ought to know, that all this can easily be accomplished, at a cost of less than fifty thousand dollars.

We would like to suggest that a commission be appointed of persons in sympathy with the movement, and not looking for a job, to superintend such a restoration, and that after its completion the monument be intrusted to the care of the Historical Society, or to some organization, or organizations, who will look to its preservation for so long as one stone can be made to stand upon another. To demolish it, or even to attempt too much restoration, whereby it may be made to lose some of its character, will surely be followed by regret.

The old City Hall in New York is still pre-eminently the most beautiful architectural ornament in the city, and it is to be preserved. Let us keep our building which, in a more modest way, is quite as beautiful. Its preservation will guarantee an open space where it is needed, and will prove to the generations which will soon follow us, that we were not completely obsessed by the frantic commercialism of our day.

Feb. 2, 1911.

GEORGE A. PARKER

It has been the custom of nations to erect memorials to commemorate the historical epochs of their country, and to lose personages who had much to do with shaping of events. The fundamental principles underlying such memorials seem to be that the event or person should be of such a character that it is desirable that the influence they exerted should continue through the coming years. Such monuments are constructed lest we forget.

Connecticut, the third smallest of the thirteen colonies, had great influence in shaping events. More than once she was the steadying force, when the fate of the colonies was at stake, and at times was the guiding force in tumultuous and discordant gatherings. Especially was that true when the Constitution of the United States was formed. Two factions were in utter discord. Connecticut took the lead and united them both. The title "The Land of Steady Habits" was not given the State without reason. She always looked to the substance of things desired rather than to their form. From the first she adopted the true principles of democratic control, and under its beneficial and protective guidance was enabled to reap the benefit of a life of comparative peace and plenty and produce men who were able to grapple with the problems of the day.

Professor Johnson in his "History of Connecticut" in substance sums up her influence as follows: "Connecticut town systems were even more independent of outside control than Massachusetts. The principle of local government had here a more complete recognition, and in the form in which it has done best service, its beginning was in Connecticut.

"The first conscious and deliberate effort on this continent to establish the democratic principle for control of government was Connecticut's constitution in 1839, the first written and democratic constitution on record, which has since gained control of our Commonwealth, and is an essential feature of our national government. Connecticut, being mainly a federation of towns, maintains for a century and a half that union of a democratic and federative idea, which has at last come to mark the whole United States and enable her delegates in the Constitutional Convention of 1787 to hold a position of unusual influence.

"Individual capacity and energy, the natural fruits of a democratic system, have enabled her people to survive and prosper under the Industrial Revolution of later times and to reach the highest degree of prosperity through the industrial mechanical genius of her people."

I have made this preliminary statement to show the need of some memorial that shall continually bring before the people the foundation principles upon which our State is built; a foundation that will last as

long as this country lasts, which directs our growth however much we may modify it, for a State can no more grow away from the principles upon which it was planted than a tree can grow away from its seed. A tree, on account of its environments, may become dwarfed, crooked, and feeble, but as long as it lives, it cannot get away from the directing forces stored up in its seed. But a tree, like the State, may become noble and grand in accordance to its seeds, if environments are suitable, and the best of seed was planted in this land for Connecticut to grow from.

Our State is fast obtaining a population who knows not its beginning. Many of them come from the old world, where by inheritance and education they know only conditions which are entirely foreign to our institutions. By some methods they must be taught our ways, and our own children who are of the manor born must also be taught and disciplined in the principles of Connecticut standards. Our State and our cities cannot afford to let any influence go by that can so train them.

One of the most efficient ways for such a training is by monuments and memorials, which appeal to their sight, and which had a part in the history making epochs of the State.

A memorial worthy to commemorate and give them the spirit of the past should be strong in appearance, simple in design, the product of a master mind, and located in the midst of the life of the present, at the same time harking back to that of the past.

All the conditions for such a memorial are met in our old State House, the present City Hall of Hartford, built over a century ago on a spot where the public have congregated from the very beginning of the colony, built while the city lived under the colonial charter. The building is older than our Constitution itself. It has stood there for over a century, and within its walls have taken place the historic epochs of our lives.

Here was evolved our present Constitution, and here the people and their representatives met and discussed the affairs of State; built by a master mind, simple in its outlines and surfaces, beautiful in its proportions and in every way desirable as a physical expression of the life of the past generation, whose work the present generation is carrying forward. No State ever had a more fruitful or a more desirable or a more glorious inheritance than has come to the people of our Connecticut. In our busy life we are apt to forget all this. Let this historic building stand that we and our children and our children's children shall not forget. Were the City and the State to spend a million dollars for a memorial, a more suitable one could not be built. Were the length and breadth of our State searched and every spot visited, a better location could not be found than where this building stands, in the busiest part of Hartford's activities, at the heart of our Commonwealth.

1911.

CHARLES BULFINCH AND THE CITY HALL

From the *Harvard Gazette*, February 1, 1891

Charles Bulfinch was a Boston boy born in 1763. He was of several good Boston families, some of them times and again warmly obliged to return to England during the Revolutionary War. The Bulfinches, however, were patriots and remained. The earliest recollections of Charles were the sight of the destruction of tea in Boston Harbor and of the name of Bunker Hill from the roof of his father's dwelling. The stroke of war over, he went back to the Latin school on his reorganization, entered Harvard in 1778 and graduated one of a class of twenty-seven in 1781. A period of hesitation followed, and the business he tried to enter was at stagnation point, so that he was truly glad when in 1784 his kind parents decided to appropriate to his use on a European journey a small legacy from a dying relative. He must have had a bent for architecture, a taste which led him to study in England and on the continent the great buildings whose like he had never seen in his own country. He was gone a year and a half. During this time he seems to have had no school and no master, only the love of beauty that was born in him, devouring for the first time its appropriate food. When he came home in 1787 it was with a brain teeming with architectural ideas, and he seized his earliest opportunities to give them form and expression.

Mr. Charles A. Cummings in an introduction to the interesting life of the architect by his granddaughter, Miss Ellen Bulfinch, gives a graphic picture of the Boston of that day. It was a time of bareness and poverty. The long war had laid a hard hand upon this province which had indeed but just emerged from barbarism before the war began. He says:—

"In a community so bare of all stimulus or encouragement to artistic endeavor one would scarcely have predicted a very brilliant future for a youth who should choose architecture as a field for the work of his life, and indeed Mr. Bulfinch can scarcely be said to have chosen it. . . . A succession of circumstances, as so often happens, led him into it. . . . Work flowed in upon him and buildings of every kind, public and private, rose under his hand. Of the character of these buildings, regarded as works of architecture, it is sufficient to say that while in most of them, from the necessities of the case, a little architecture was made to go a great way, they were invariably marked by sincerity, refinement of taste, propriety, an entire freedom from excess or affectation, and an intelligent adaptation to their various needs; while those which admitted of a strictly architectural treatment, like the Theatre, the State House or the General Hospital, exhibit a capacity for artistic composition and a knowledge of the methods by which a monumental effect is produced which are remarkable indeed in one whose opportunities for technical education had been so limited. . . ."

Self-taught, untrained, with little facility as a draughtsman, with few books, he certainly made great use of his opportunities in adapting his simple art to the needs of the hour.

Out of his slender resources, however, he created in his day a body of architecture which possessed the grand qualities of simplicity, dignity and repose, not without a certain modest elegance which was of the nature of the man himself.

In 1788 Charles Bulfinch married his pretty cousin, Hannah Apthorp. In the following March, while weather was still cold and snow lay on the ground, the young couple accompanied by their sisters, Anna Bulfinch, who figures as Nancy in their letters, and Frances Apthorp and their delightful cousin, George Storer, who soon after married Nancy, went together by "sley" from Boston to New York to witness there the inauguration of General Washington. "The towns of Worcester and Springfield in our state," says Bulfinch, "pleased them; and in Connecticut almost every place afforded some entertainment, particularly Hartford, New Haven, Wethersfield and above all Middletown, by its beautiful views."

It may very likely have been at this time that on his visit to Hartford Bulfinch met and received the suggestions of some leading men who were interested in securing a new state house for Hartford. At that time the state had two capitols and many still remember the Greek temple made of white plaster which embodied the New Haven conception of governmental grandeur. An ambition also to equal in the abode of State that splendor "like unto Solomon's temple" which had in Wethersfield enfolded the Church may have influenced the men of Hartford.

In the life of Charles Bulfinch there is no record that he ever designed a building for Hartford. Among his papers there are no drawings or accounts to show that he had conducted the work. But among handwriting experts there is no evidence so conclusive as the "sign manual," the distinctive individuality shown in a man's writing, and in like manner an architect or builder, or even an intelligent observer, will find in the various buildings planned by one man characteristics as marked and conclusive. If such an observer will compare the design for instance of Representatives' Hall in the Boston State House with that of the decorative interior of the large room occupied at present by the aldermen of Hartford in our City Hall, now so called, he will be at once convinced that one mind planned them both. To a Hartford man there may be a wicked satisfaction in discovering that the Connecticut State House was decided on by the Legislature in 1792 and occupied in 1796, while in Massachusetts their plan was decided on in 1795 and the building was not completed until 1798. If there were any repetition of design it was theirs, not ours.

Doubtless there was prolonged discussion among the best people of Hartford and vicinity in regard to this building. A letter, dated September 30, 1792, from John Trumbull, the artist, to Oliver Wolcott, who was then comptroller of the U. S. Treasury, gives the only positive

written proof that Bulfinch made the design for our State House. He says:—

HARTFORD, September 30, 1792.

DEAR SIR:— A new State House is to be built here next year upon a Design of Mr. Bulfinch, which I think is worth executing in the best Materials. The Committee have determined to make great use of Middletown Stone—but as the Colour of that is not beautiful, I have propos'd to them to make use of the Philadelphia marble, such as us'd in the front of the new library (if the price be not too extravagant), in the more elegant parts of the Building.

I will thank you therefore to ask of some of the principal workmen the price at which they will execute the following work:— a band of fascia such as is common in the Philadelphia Houses, $1\frac{1}{2}$ feet Deep or wide to project out of the wall two inches—how much pr foot?

— another fascia 9 inches wide to project an Inch & half at bottom & the wall retiring above it half a brick so that the upper surface will be 6 Inches from the face of the wall—sloping to serve as a watertable.

— a Doric Cornice the proportion of which is Two feet and a half—its depth proportional.

— a Doric Column whose Shaft is 19 feet high:— Diameter 2 feet 4 inches L—the base to be one block, the Column in Three.

— a Doric Pilaster of the same proportions.

— The pedestal six feet high, but divested of its mouldings.

— The entablature five feet Deep with its triglyphs & Stars.

— The blocks over windows of four feet plain.

The whole of the work to be executed in the style of the Pilasters of the new Library—that is Chissell'd only, not polish'd.

as I may be out of the way—you will be so good as to convey the answers to these questions to Col. Chester at Wethersfield, who is one of the Committee; & who enters with zeal into the idea of having an elegant and durable building.

if you will further take the trouble of making some enquiry whether it be possible to get one of the best workmen of Philadelphia to superintend the Masonry and Brick work of the Building, you will further oblige,— I presume that Mr. John Morgan who is another of the Committee will be in Philadelphia in the course of the month on this subject the previous enquiries you may be so good as to make will be of much use to him.

As you are a Connecticut and almost a Hartford man, I need make no apology for so many questions, since they tend to the Honor of the state.

I beg my best respects to Mrs. Wolcott & am with much Esteem,

Dr. Sir,

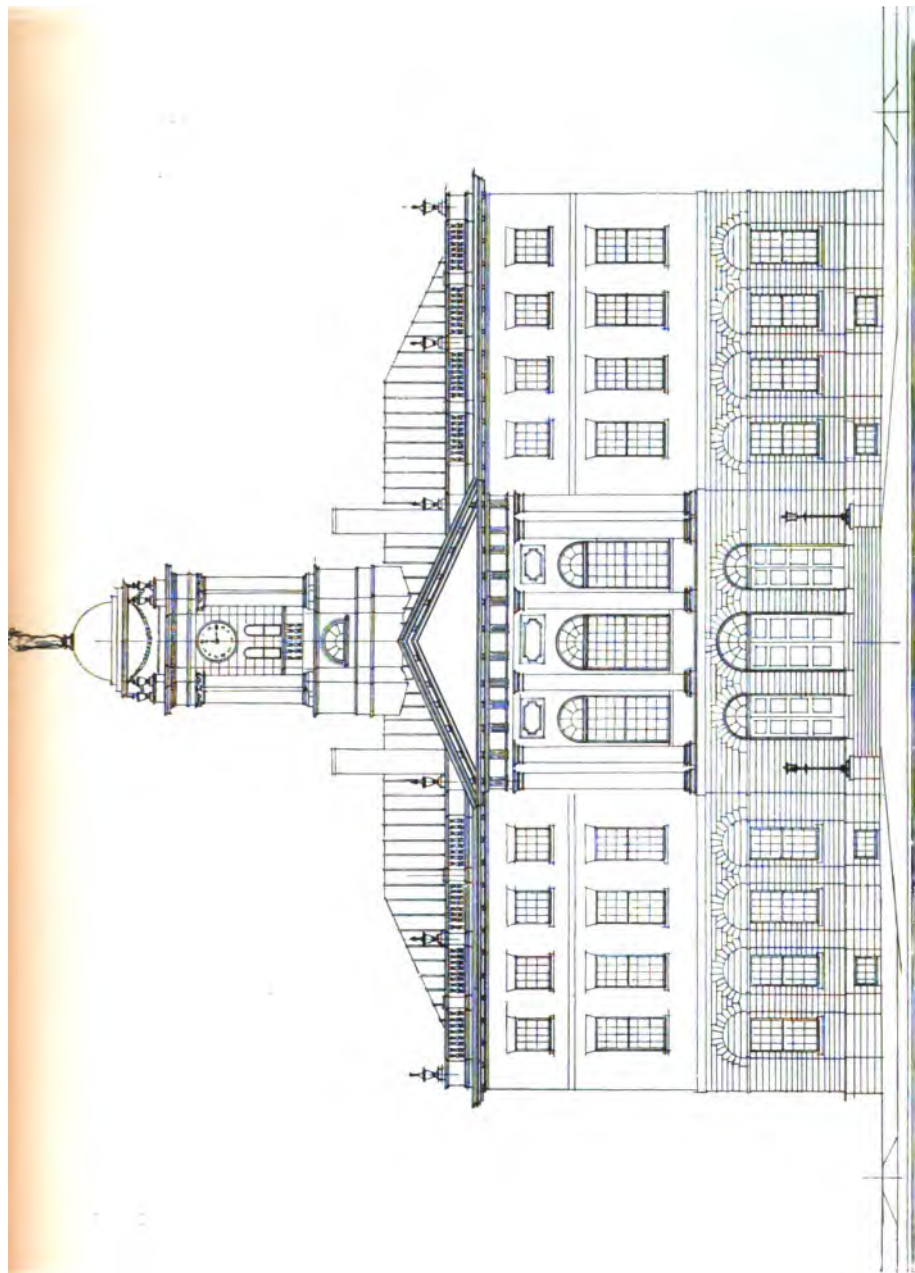
Your friend & servant,

JOHN TRUMBULL *painter.*

(Addressed to)

OLIVER WOLCOTT Esq

Comptroller of the Treasury of the United States Philadelphia.

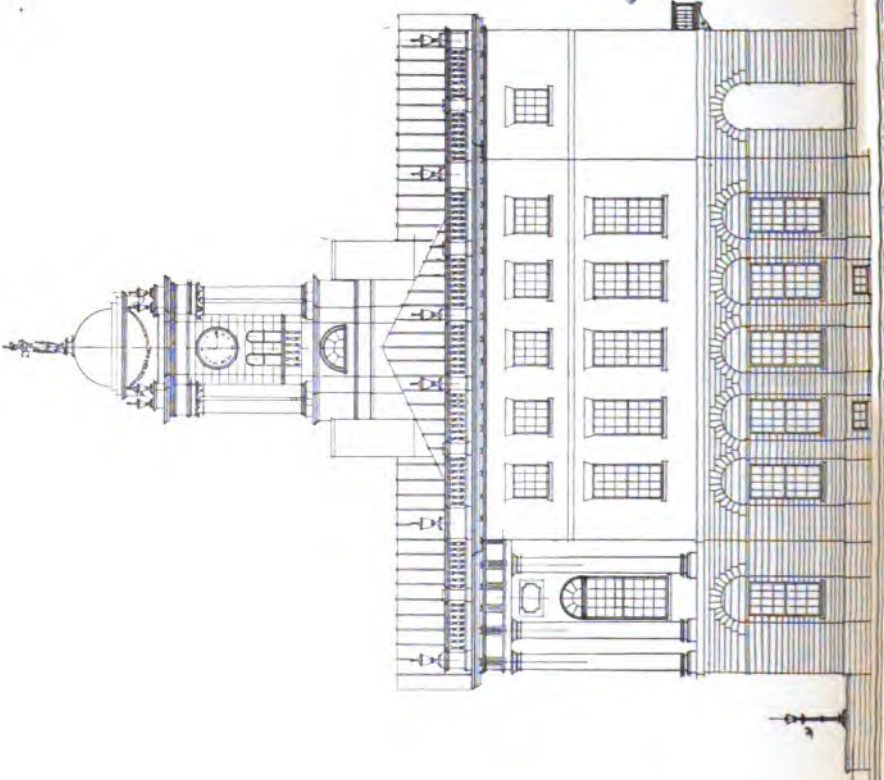


OLD STATE CAPITOL BUILDING

The building committee were given £1,500 by the state and were authorized to collect for the purpose in Hartford. The original subscription paper hangs in the rooms of the Connecticut Historical Society and names John Chester, Noadiah Hooker, John Trumbull, John Cadwell, and John Morgan as the committee. The amount raised proved insufficient, and the permission to raise money by lottery came to nothing. Jeremiah Halsey of Norwich and Andrew Ward of Guilford made a contract to build the State House, secured by a tract of land known as the "Gore Lands." But the title of the state to these lands proved imperfect. The two gentlemen had expended \$35,000 on the building and finally accepted some years later \$20,000 from the Legislature, in part payment of their claim. The total cost of the building was \$52,480. This part of the story is significant of great poverty on the part of the State and of the City of Hartford. The fact was that independence cost dear and that there was a period of business paralysis and general hard times after the Revolution, lasting for several years. Hardly had the country begun to recover before the war of 1812 crippled us again. It looks as if Bulfinch had an unsatisfactory time in dealing with the City of Hartford, and there is a tradition that the necessities of the hour cramped the design for the building. The present balustrade on the roof was not erected until 1815, and the cupola, copied from that of the old City Hall in New York, was not added until 1822. Mr. George Keller, our well known architect, believes the accompanying design is a fair representation of the original exterior front of the building. Its proportions, which are good, in spite of plainness, resemble somewhat those of the Massachusetts General Hospital. This quality of good proportion is to be found in many of Bulfinch's buildings combined with plainness, and is admirable even in the forbidding exterior of a gaol. His design had furnished us with a good frame on which to hang decoration in future. His interior contained a beautiful spiral staircase in the great hall, and the porticos with their high arches at either front were outlined with graceful iron work. All of this was lost in the restoration of 1879. The two principal rooms of the second floor, for the Senate and the Representatives, remain in their original chaste and decorative form of colonial woodwork. On the east side of the building the large portico projected into a pretty fountained park space, later sacrificed to the ugly government building for the post office. We have little left of what was once so appropriate and pleasing. But for a few thousand dollars it is possible to restore much of it. It can be made a suitable home for our city government and our mayor, no provision having been made in the plans of the new municipal buildings for those executive offices. Thus the refined influence of that earlier day might be retained, and made a genuine element of our civic life. Luckily the builder who reconstructed the house in 1879 has much material left to serve as guide in making the restorations, and full plans of the work have been completed. The feeling that would lead us to respect the past and retain all we have that belongs to the olden time is illustrated in several of our cities that owned similar

old buildings. The presence of Independence Hall in Philadelphia saves the whole city from vulgarity, and keeps for it its noble leading place as the home of a free people. The presence of such a historical building in the heart of a city stands for a dignified past and for honorable respect for that simple past on the part of its citizens.

M. B. C.



DESCRIPTIONS OF PLANS AND STATEMENT*

BY WILLIAM C. BROCKLESBY.

The Second Connecticut State House, known as the present City Hall in Hartford, was begun in 1794, and completed two years later, at a cost of about \$52,000, from plans by Charles Bulfinch, an architect of note who designed many public buildings of similar character in various parts of the country. This was the first instance of the use of brick and stone in construction of exterior walls, the latter material being secured from the Portland quarries in this state, and introduced in basement and first story. The structure was simple in plan, including a central portion, with east and west frontage of forty feet, and flanking wings forty by fifty feet on the north and south. These provided accommodation upon the second floor for the General Assembly, and the chambers were lofty and dignified apartments (whose height virtually included the third story), and contained architectural detail of much interest. The eastern part of the building on the same floor with the legislative halls was a spacious hallway, while in a corresponding portion on the west was the office of the Secretary of State. The ground or first story of the State House contained in the north wing the Superior Court room and across the wide hallway which bisected the building were found offices of the city treasurer and other functionaries. It was not until 1822 that the cupola which surmounts the roof was added. This feature, which was carefully designed, supports a figure of Justice holding the scales and when first placed in position faced to the east. The eastern façade of the building which for many years was the most prominent, was marked by a pediment supported through the upper stories by lofty columns of wood, executed in the Doric order, and overlooked State Street, one of the most important thoroughfares at that period. Like many another olden time structure, the State House has felt the hand of modern innovation, and though on its exterior it preserves to some extent its individuality, interior alterations from the original have been made from time to time which are objects of sincere regret to the many admirers of the building to whom its fine proportions and dignity of architectural appearance make a strong appeal.

With a view to increasing this interest of the public and in the hope of securing substantial aid to restore, both the interior and the exterior, of the building to its pristine state, the Municipal Art Society of Hartford has taken up the subject for earnest consideration and retained the services of Messrs. Brocklesby & Smith, architects, who have prepared from careful measurements taken of the structure, the elevations and

* This article was written in 1906 and published in Bulletin 5, "The Preservation of City Hall." It is now reprinted, as the statement of a gifted far-seeing architect, who had the best interests of his city at heart.

plans which are herewith reproduced and afford a good understanding of the original design of this historic building.

An examination of the work in various lines shows that extensive repairs would be required to make a restoration worthy of the original and these would embrace not only work upon the exterior but the interior of interior work, notably partition walls, main staircase and other features at variance with the original plan of the architect. The main entrance and approaches on the east and west should especially receive attention in order to restore to their proper place the loggias designed in connection with the central portion of the building and originally planned with archways on the north and south sides as well as at the front. As the exterior walls having been badly cracked, it would be necessary to repair these at certain portions and replace same with substantial work. In the first story where stone is used, repairs are required, as settlements have impaired the voussoirs of the arches, the stone sills at windows. The present stone ashlar should be resurfaced in order to remove every vestige of paint which now disfigures it and to restore the original color of the Portland stone. Above this lower story of stone work the exterior walls can be refaced with Colonial brick laid with white mortar. The present roof should be replaced by one of fire-proof construction with steel trusses and surface covered with copper. A new cupola having the same details but executed in copper should take the place of the present wooden structure, the small dome with its crowning figure, Justice, should be gilded. A similar restoration in copper preserving the same form in design should be extended to the roof balustrades. Within the building the three floors should be replaced by work of reinforced concrete giving fire-proof construction, and finished with matched oak flooring. The modern interior architraves should be taken down and the details of the beautiful original work executed in their place, and the present unsightly staircase at the central portion of the building should be removed entire and a reproduction of the former staircase, which was an interesting feature of the interior, executed in a careful manner. In this connection it is of value to state that a section of the original hand rail used here has been preserved and has been examined by the architect.

No little amount of new plastering would be needed to put the walls and ceilings throughout in good condition and the wood finish both new and old should be thoroughly well painted and the walls carefully treated. The subjects of plumbing and heating should also have due consideration.

It is not the province of this brief description to enter into all the details of the work required, but from the foregoing a good general idea of what is covered by alterations may readily be gained, and as outlined above a restoration could be made for about fifty thousand dollars, and the work if thoroughly executed in its several branches would give result not only of a substantial character but at the same time eminently satisfactory from an architectural point of view.

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PUBLICATIONS OF
THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT

BULLETIN No. 16

PROCEEDINGS
OF THE
SEVENTH ANNUAL MEETING

DECEMBER 4, 1911

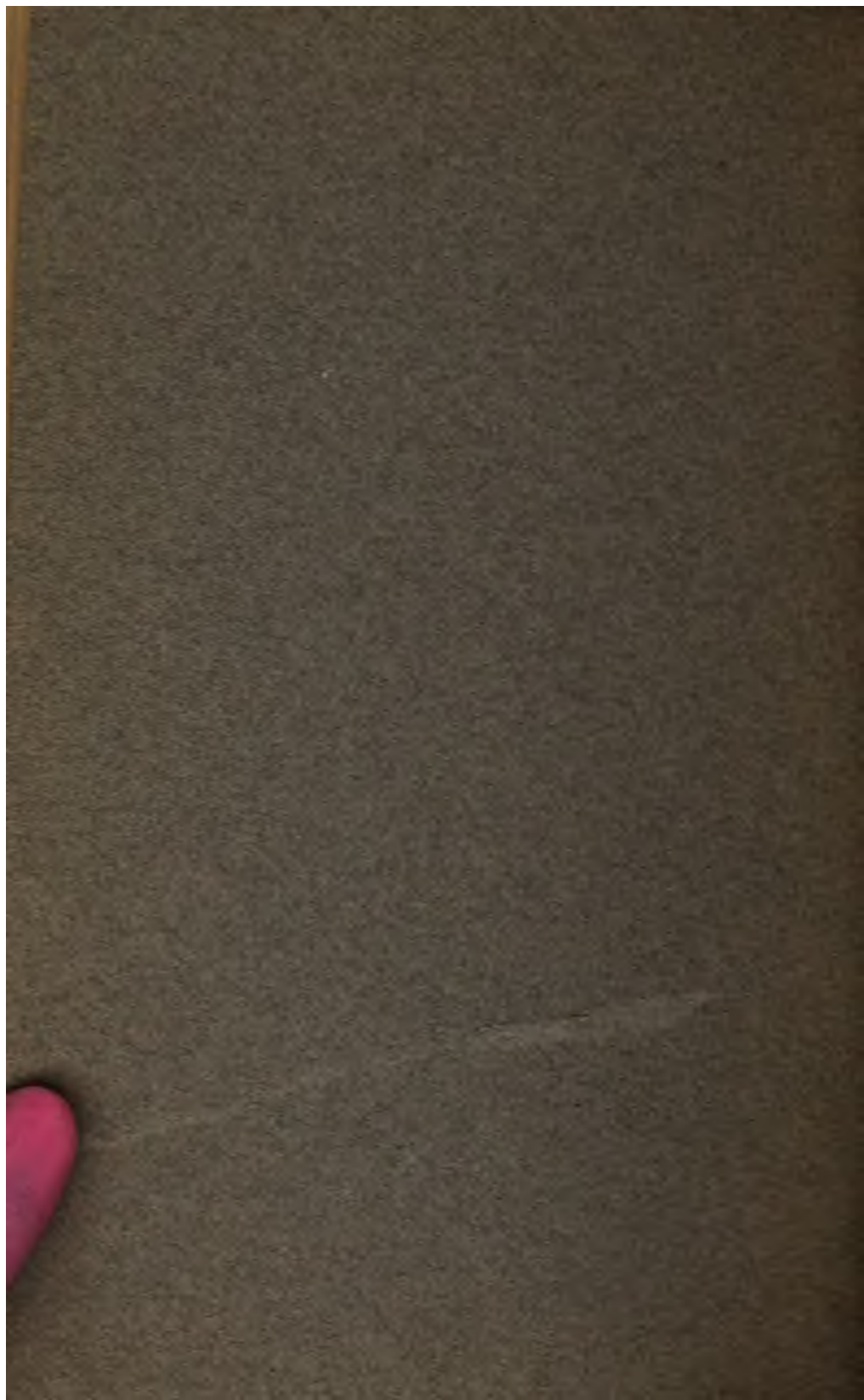
Officers, Members and Reports of
Standing Committees



Organized -

HARTFORD, CONN.
PUBLISHED BY THE SOCIETY

1912





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NOTE

BULLETIN No. 16 of the Municipal Art Society of Hartford is published in accord with a resolution passed by the Board of Directors December 4, 1911.

It is hoped that this condensed report of the year's work will prove a source of encouragement to our members and of interest to the citizens of Hartford.

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MCCOOK, JOHN J.,	396 Main Street
†MCMANUS, MRS. JAMES,	
MCMANUS, JAMES G.,	36 Pearl Street
MERRIDITH, MARJORIE,	297 Farmington Avenue
MERROW, GEORGE W.,	34 Forest Street
MERROW, MRS. GEORGE W.,	34 Forest Street
MIEL, ERNEST DEF.,	120 Sigourney Street
MILLIGAN, EDWARD,	111 Elm Street
Mitchell, Edwin K.,	57 Gillett Street
MITCHELL, MRS. EDWIN K.,	57 Gillett Street
MIX, MISS ELIZA F.,	427 Main Street
MOORE, WILLIAM A.,	631 Farmington Avenue
MOYER, CURTIS H.,	105 Pratt Street
†MUNYAN, MRS. CHESTER G.,	
MURLESS, FRED T., JR.,	803 Main Street
†NEY, JOHN M.,	
NEY, PAUL S.,	Farmington, Conn.
O'CONNOR, MISS ALICE K.,	New York
OLDER, MORRIS,	11 Central Row
OWEN, CHARLES H.,	64 State Street
PALMER, MRS. WILLIAM H.,	1054 Asylum Avenue
PARDEE, MISS SARAH N.,	132 Washington Street
PARKER, CHARLES E.,	50 State Street
PARKER, FRANCIS H.,	902 Main Street
PARKER, GEORGE A.,	100 Blue Hills Avenue
PARKER, JOHN M., JR.,	106 No. Beacon Street
PARKER, MRS. JOHN M., JR.,	106 No. Beacon Street
PARSONS, FRANCIS,	960 Prospect Avenue
PARSONS, MRS. FRANCIS,	960 Prospect Avenue
PATON, LEWIS B.,	50 Forest Street
†PAULISON, MRS. J. C.,	
PEASE, MRS. CHARLES A.,	720 Prospect Avenue
PECK, ERMON M.,	260 Edgewood Street
PEILER, KARL E.,	56 Allen Place
PERKINS, ARTHUR,	803 Main Street
PERKINS, MRS. ARTHUR,	95 Niles Street
PERKINS, MRS. GEORGE,	43 Prospect Street
PERKINS, HENRY A.,	Trinity College
PERKINS, MISS MABEL H.,	43 Prospect Street
PERRY, MISS ESTHER C.,	179 Beacon Street
PIERCE, WILLIAM J.,	P. O. Box 1107

PITKIN, HOWARD S.,	East Hartford, Conn.
<i>Pope, Alfred A.</i> ,	Farmington, Conn.
PORTER, MISS MARGARET C.,	69 Forest Street
POST, WILLIAM STRONG,	219 Asylum Street
POTTER, ROCKWELL H.,	142 Washington Street
POWER, MRS. WALTER,	74 Deerfield Avenue
PRATT, CHARLES F.,	466 Farmington Avenue
PRATT, WALDO S.,	86 Gillett Street
PRESTON, EDWARD V.,	31 Gillett Street
PRESTON, MISS EVELYN W.,	31 Gillett Street
RANDALL, HERBERT,	83 Kenyon Street
REDFIELD, MRS. E. D.,	648 Asylum Avenue
REDFIELD, HENRY S.,	5 Central Row
REED, GEORGE R.,	66 State Street
REICHE, KARL A.,	30 West Street
RICE, H. I. B.,	60 Niles Street
†RIPLEY, JOHN C.,	
ROBBINS, PHILEMON W.,	16 Charter Oak Place
ROBERTS, GEORGE,	63 Washington Street
ROBERTS, HENRY,	1110 Prospect Avenue
ROBERTS, MRS. HENRY,	1110 Prospect Avenue
ROBERTS, PHILIP,	63 Washington Street
ROBINSON, HENRY N.,	78 Asylum Street
ROBINSON, MRS. C. L. F.,	
ROOD, STANLEY H.,	53 Willard Street
ROPKINS, MRS. EDGAR L.,	856 Prospect Avenue
ROOT, EDWARD K.,	49 Pearl Street
†ROYCE, PHILANDER C.,	
RUSS, CHARLES C.,	117 Woodland Street
RUSSELL, MRS. G. W.,	207 Farmington Avenue
RUSSELL, THOMAS W.,	774 Asylum Avenue
SANBORN, WILLIAM A.,	684 Farmington Avenue
SANBORN, MRS. WILLIAM A.,	684 Farmington Avenue
SCHUTZ, ROBERT H.,	1075 Prospect Avenue
SCHUTZ, WALTER S.,	36 Pearl Street
SHELDON, PAUL,	60 Prospect Street
SLOCUM, CHARLES H.,	800 Main Street
SMITH, EARNEST WALKER,	847 Main Street
SMITH, F. GOODWIN,	22 Columbia Street
SMITH, FRANK G.,	253 Capitol Avenue
SMITH, H. HILLIARD,	36 Pearl Street
SMITH, WILLIAM H.,	248 Collins Street
SOUTHER, HENRY,	851 Prospect Avenue
SPENCER, MISS MARY CATLIN,	331 Laurel Street
SPERRY, HENRY M.,	76 State Street
<i>Siedman, Miss Elizabeth S.</i> ,	79 Elm Street
SUMNER, FRANK C.,	609 Farmington Avenue
SUMNER, MRS. FRANK C.,	609 Farmington Avenue
TALCOTT, GEORGE S.,	New Britain, Conn.
TAYLOR, EDWIN P.,	41 Wethersfield Avenue
TAYLOR, JOHN M.,	64 Garden Street
TAYLOR, MRS. JOHN M.,	64 Garden Street
TOMLINSON, CHARLES C.,	139 Fern Street
TRAPP, MRS. WILLIAM WALLACE,	239 Farmington Avenue
TRUMBULL, MISS ANNIE E.,	734 Asylum Avenue
TUCKER, EDWIN H.,	19 North Beacon Street
TULLER, C. D. W.,	43 Park Street

<i>Tuller, Miss Mabel C.</i> ,	43 Park Street
TURNBULL, THOMAS,	763 Asylum Avenue
TUTTLE, JOSEPH P.,	50 State Street
TUTTLE, RUEL C.,	36 Pearl Street
TWITCHELL, WILLIS I.,	31 Atwood Street
VEEDER, CURTIS H.,	17 Marshall Street
WAINWRIGHT, P. S.,	12 Forest Street
WARNER, MRS. CHARLES D.,	57 Forest Street
WATERMAN, FRANCIS E.,	88 Collins Street
WEBB, R. L.,	Mystic, Conn.
<i>Welch, Andrew J.</i> ,	Hotel Heublein
WELCH, ARCHIBALD A.,	142 Woodland Street
WELCH, MRS. ARCHIBALD A.,	142 Woodland Street
WELCH, HENRY K. W.,	15 Woodland Street
WELCH, MRS. H. K. W.,	15 Woodland Street
WELLING, MISS E. D.,	159 Farmington Avenue
WELLING, MRS. JAMES C.,	159 Farmington Avenue
WELLS, RALPH O.,	176 Kenyon Street
†WELLS, THOMAS D.,	
WHITE, HENRY C.,	1034 Prospect Avenue
WHITE, HERBERT H.,	36 Pearl Street
WHITON, FRANK W.,	118 Capen Street
WICKHAM, CLARENCE H.,	P. O. Box. 645
WILLIAMS, MRS. BERNARD T.,	15 Woodland Street
WILLIAMS, DR. G. C. F.,	990 Prospect Avenue
WILLIAMS, MRS. GEORGE C. F.,	990 Prospect Avenue
WILLIAMS, MRS. GEORGE G.,	28 Prospect Street
WOLFF, ARTHUR J.,	320 Collins Street
WOODWARD, CHARLES G.,	742 Asylum Avenue
†WOODWARD, JOSEPH G.,	
ZUNNER, GEORGE,	756 Main Street

MEMBERSHIP.

Life Members,	22
Annual Members,	348
Total,	370

ANNUAL MEETING

DECEMBER 4, 1911

The annual meeting of the Municipal Art Society was held Monday evening, December 4, 1911, in the Center Church House. The meeting was called to order at eight o'clock, President Mitchell in the chair.

The minutes of the previous meeting were read and approved.

The chair appointed the following Nominating Committee to bring in a list of nominations for Directors for the ensuing year: Messrs. Flagg, Schutz and Sanborn.

President Mitchell then reported, briefly, the meetings and work of the Directors for the past year, which report was accepted and ordered placed on file.

The Treasurer's report, showing a balance on hand of \$493.56, was read, accepted and ordered placed on file.

The report of the Committee on Exhibitions was read by the chairman, Mrs. A. R. Hillyer. It dealt principally with the Municipal Exhibit and gave a brief account of the organization and success of the various exhibits.

The President spoke further of the Municipal Exhibit, and extended the thanks of the Society to Mrs. Hillyer for the very important part she had in making the Exhibit a success.

The report of the Committee on Printing and Publications was read by Mr. Beadle in the absence of the chairman, Mr. Godard. It showed the year to have been an important one as regards publications, bulletins 9, 13, 14 and 15 having been issued.

The report of the Committee on Membership was read by Mrs. Ellis of that committee, showing an enrollment of 47 new members, with a total membership of 372.

Mr. Schutz reported verbally for the special committee to draft an ordinance regulating the height of buildings around public squares. The committee is not yet ready to submit a formal report, but is making progress.

The Nominating Committee then submitted the following list of nominations for Directors for the ensuing year: Mrs. C. C. Beach, Mrs. T. B. Beach, H. L. Beadle, Thomas Brabazon, L. B. Brainerd, Miss Mary Bulkley, Mrs. J. O. Enders, F. L. Ford, Rev. James Goodwin, Mr. J. H. Greene, Mrs. A. R. Hillyer, Mrs. J. M. Holcombe, George Keller, Edwin Knox Mitchell, G. A. Parker, L. B. Paton, Rev. R. H. Potter, W. A. Sanborn. On motion the Secretary was instructed to cast one ballot for the names as read. This was done and the above named persons were elected to form a Board of Directors with the officers and chairmen of standing committees.

Mrs. Hillyer offered the following resolution, which was unanimously passed:

RESOLVED: That hereafter when any bridges are erected in Hartford, the Municipal Art Society should take an interest in it and try to see that it is built of an appropriate and beautiful material and should be in keeping with its surroundings.

Mr. Schutz spoke of the habit of the Street Railway Company of running freight trains through the streets, and moved that the matter be referred to the Committee on Parks, Thoroughfares and Playgrounds, to take whatever action is possible. The motion was unanimously passed.

The lecturer of the evening, Mr. Thomas M. Mawson, English landscape architect, was introduced by President Mitchell, and spoke on "Gardens which were builded and gardens which were planted." His lecture brought to mind many of the most beautiful gardens of ancient history and literature, and the illustrations which followed gave a series of remarkable examples of the art of landscape gardening in which the English excel. Altogether the lecture was a notable event, and much enjoyed by the large audience present.

The meeting adjourned at 10 p. m.

Attest:

HETTIE GRAY BAKER,
Secretary.

PRESIDENT'S REPORT

The work of the Society has gone along smoothly during the past year. The various committees have been actively engaged in their respective fields. They each constitute a body of intelligent and alert citizens, whose influence is pervasive and tends to raise the standard in civic affairs. Perhaps the most significant thing within the perview of the Society during the year that has closed was the publication of the "Plan of the City of Hartford," by the City Plan Commission. As time goes on this plan will have a moulding influence upon the growth of the city. The reasonableness of its suggestions will in many instances appeal to all and be embodied in the developing of Hartford.

In other cases the suggestions will be set aside, but will have compelled a wiser treatment than would otherwise have been adopted.

Another marked advance has been the deeper interest of all in the question of playground for the children and recreational opportunities for all. Mr. Parker's scheme for Colt Park will ultimately succeed.

The approval of the plans for the municipal building has settled a long contested question. Our Society has been one of the potent influences in the solving of this important problem.

Other features of our city life and growth might be commented upon, but Hartford is still "in the making," and the advance can be chronicled another year.

EDWIN KNOX MITCHELL,

President.

REPORT OF TREASURER

DECEMBER 4, 1911

GENERAL ACCOUNT.

Dr.

To balance from last annual meeting, Nov. 22, 1910,	\$932.17
To two life memberships,	50.00
To 179 annual memberships received,	358.00
To transfer from Savings Bank Accounts,	200.00
To interest on cash in Savings Banks,	10.04

Total, \$1,550.21

Cr.

By expenses, one lecture and annual meeting,	\$70.04
By expenses, Secretary,	66.50
By expenses, Treasurer,	42.01
By expenses, Municipal Exhibit,	300.00
By expenses, Committee on Street Fixtures,	49.55
By expenses, Committee on Membership,	52.50
By expenses, Committee on Publications,	276.05
By transfer from Savings Bank Accounts,	200.00

Total, \$1,056.65

By balance on hand, 493.56

\$1,550.21

Permanent Fund, 1,051.43

Audited:

HENRY R. BUCK,
H. HILLIARD SMITH,
Finance Committee.

RECEIPTS AND DISBURSEMENTS.

1910. Receipts from all sources, \$1,550.21

Disbursements:

Nov. 26.	John Quincy Adams Lecture at Annual Meeting, Nov. 22, 1910,	\$50.00
Dec. 29.	Wm. B. Edwards, Sexton's fees Annual Meeting, Nov. 22, 1910, Center Church House,	5.00
	Hartford Courant Co., Advertising for Annual Meeting, Nov. 22, 1910,	2.80
	Hartford Times, advertising Annual Meeting, Nov. 22, 1910,	2.24
	J. C. Hills, illustrating lecture by John Quincy Adams (Annual Meeting),	10.00
	Clark & Smith, printing 500 plain stamped envelopes, 500 Treasurer's envelopes, 275 postals (Annual Meeting),	28.01
	Josephine Houlihan, stenographer's services,	4.00

1911.		
Mar. 3.	Hettie Gray Baker, postage,	12.00
Mar. 15.	M. S. Little, fund set aside by vote of Directors, Feb. 2, 1911, for Municipal Exhibit, . .	300.00
Apr. 12.	Clark & Smith, letterheads, envelopes, membership cards, etc.,	22.75
	Clark & Smith, "Streets" Bulletin,	49.55
Apr. 18.	Whitlock Coil Pipe Co., 2 letter files, . . . . .	.75
	New England Typewriter Exchange, circular letter to delinquents,	4.25
May 1.	Case, Lockwood & Brainard Co., 345 postals, 3,000 circulars, 2,000 mailing cards, for Membership Committee,	29.75
	Case, Lockwood & Brainard Co., 150 postals, and return, 500 letterheads,	11.50
June 1.	Case, Lockwood & Brainard Co., 1,000 bulletin, No. 13, 800 No. 14, 5,000 No. 15,	276.05
June 1.	Case, Lockwood & Brainard Co., 300 circulars, 500 letterheads, Secretary's account, Miss Hettie Gray Baker, postage, Secretary's Account,	7.00
June 12.	Miss M. L. Boucher, stenography,	5.00
Nov. 21.	Miss Hettie Gray Baker, postage for circulars,	24.00
	Withdrew from Savings Banks,	200.00
	Balance,	493.56
		<hr/> \$1,550.21

PERMANENT FUND.

1910.		
Nov. 21.	Cash on deposit with Society for Savings,	\$1,051.43
Dec. 1.	Interest credited by Savings Bank,	63.80
Total cash on deposit, Dec. 4, 1911,		<hr/> \$1,115.23

REPORT OF COMMITTEE ON PRINTING AND PUBLICATIONS

The Committee on Printing and Publications has had referred to it four bulletins this year, an unusually large number for a Society of this size.

After having been several years in preparation, Bulletin 9 was published in March. An edition of 1,500 copies was printed at a cost of \$216.10. It is a history of Hartford Streets, their names, with origin and dates of use; and is intended to give in alphabetical order, the name of every street, avenue, alley or place which is likely to be referred to in the Land Records of the Town of Hartford as the front boundary of any piece of property. The origin and meaning of the name is also given, in so far as it has been possible to obtain it. It is easily seen that an immense amount of work was necessary to complete such a bulletin, and the Society is under great obligation to Mr. Albert L. Washburn and Mr. Henry R. Buck, the compilers.

The following bulletins have also been published this year:

1,000 copies No. 13, at a cost of \$103.95.

800 copies No. 14, at a cost of 82.10.

8,300 copies No. 15, at a cost of 541.70.

The special feature of No. 13 is the reprinting of a series of letters which appeared in the *Hartford Courant* under the heading "What we can do to improve Hartford." These letters contained so many valuable suggestions that it was decided to secure them in more permanent form.

No. 14 is our regular annual bulletin, containing this year also a reprint of our Constitution and By-Laws.

No. 15 contains a series of papers on "The Old State House, Hartford — Why it should be preserved," and a large edition was ordered as a part of the Society's contribution to the Municipal Exhibit. Over 7,000 were distributed there.

Respectfully submitted,

GEORGE S. GODARD,
Chairman.

REPORT OF COMMITTEE ON MEMBERSHIP

The Committee on Membership begs to submit the following report:

We have, during the year just ended, added 47 new members, of whom two are life members. The rolls show three deaths and ten resignations. Our total membership today is, therefore, as follows:

Life members.....	22
• Annual members.....	350
Total.....	<u>372</u>

Your Committee has felt strongly the need of a larger membership and of a wider knowledge in the community of the aims and work of this Society, as one of the means of attaining it.

We were, therefore, very glad of the opportunity the Municipal Exhibit afforded us to bring the Society before the public by means of circulars, cards and bulletins, all of which were freely distributed. Under our charge, also, was the Society's exhibit of photographs of the old State House and other examples of the work of Bulfinch; and an exhibition of street name plates lent by the Committee on Street Fixtures. We take this opportunity to express our thanks for the co-operation kindly extended by several members of the Society in assisting as guides during the Exhibition.

We have also, during the past year, sent circular letters asking each member to secure new members. May we add that this request is still in force and will be during the ensuing year? Our ambition is to double the membership, but we shall not be able to do it without a great deal of help from the membership at large. This help we earnestly request.

Respectfully submitted,

HETTIE GRAY BAKER,
Chairman.

REPORT OF THE COMMITTEE ON EXHIBITIONS AND COMPETITIONS

Mr. President:

Your Committee proposed a Municipal Exhibit for Hartford, believing that it would have educational value here and that it would help to vitalize that civic energy which is latent in all communities, no matter how conservative. At the time it was proposed there were only a few weeks left before the spring election, in which to work, but all the members of the Committee took up the plan with enthu-

siasm, which soon spread to the various departments of the city government, and Mayor Smith gave his cordial support. So when everything was ready for the opening night, "a Municipal Exhibit" seemed a most simple and natural event.

The Municipal Art Society and the Civic Club united to arrange all the plans and to make them successful, and the result was that the city grew in the good opinion of her citizens as they knew more of her methods of progress.

The Exhibit was open for two weeks and was attended by fifteen thousand people. It cost \$550; the Municipal Art Society contributed \$300, and the Civic Club, \$250. The cost to each city department was small, as material already on hand was used. Therefore, the expense of the whole exhibit was within \$1,000; a small sum, considering the value of the investment.

DOTHA B. HILLYER,
Chairman.

PUBLICATIONS OF THE MUNICIPAL ART SOCIETY.

BULLETIN No. 1. Officers, Directors, Standing Committees, Constitution, By-Laws and Members, and What is a Municipal Art Society?

BULLETIN No. 2. The Grouping of Public Buildings.

BULLETIN No. 3. Why Laurel Street Should not be Extended Through Pope Park.

BULLETIN No. 4. Proceedings of the First Annual Meeting, October 17, 1905, and Some Municipal Problems.

BULLETIN No. 5. The Preservation and Restoration of the City Hall.

BULLETIN No. 6. Proceedings of the Second Annual Meeting, November 27, 1906.

BULLETIN No. 7. City Improvement from the Artistic Standpoint.

BULLETIN No. 8. Proceedings of the Third Annual Meeting, January 25, 1908.

BULLETIN No. 9. History of Hartford Streets, Their Names, with Origin and Date of Use. Compiled by Albert L. Washburn and Henry R. Buck.

BULLETIN No. 10. Competition for an Electrolier with an "Isle of Safety" at the intersection of Trumbull and Pearl Streets.

BULLETIN No. 11. Proceedings of the Fourth Annual Meeting, November 13, 1908; The Housing Question; The Billboard Campaign.

BULLETIN No. 12. Street Name Plates. An investigation by the Committee on Street Fixtures and Advertising Signs. July, 1909.

BULLETIN No. 13. Proceedings of the Annual Meeting, February 25, 1910. Officers, Committees, Reports of Standing Committees. "What We Can Do To Improve Hartford."

BULLETIN No. 14. Proceedings of the Annual Meeting, November 22, 1910. Officers, Members, Reports of Standing Committees, Constitution and By-Laws.

BULLETIN No. 15. The Old State House, Hartford. Why It Should be Preserved.

BULLETIN No. 16. Proceedings of the Seventh Annual Meeting, December 4, 1911. Officers, Members, and Reports of Standing Committees.

LEAFLET No. 1. Hartford: Its Points of Interest.



PUBLICATIONS OF



THE MUNICIPAL ART SOCIETY

OF HARTFORD, CONNECTICUT

BULLETIN No. 1

OFFICERS, DIRECTORS, STANDING
COMMITTEES, CONSTITUTION,
BY-LAWS, AND MEMBERS

WHAT IS A MUNICIPAL ART SOCIETY?

CHARLES NOEL FLAGG

HARTFORD, CONN.

GEORGE A. PARKER

SUPERINTENDENT KENNY PARK, HARTFORD, CONN.



ORGANIZED 1904

HARTFORD, CONN.
PUBLISHED BY THE SOCIETY

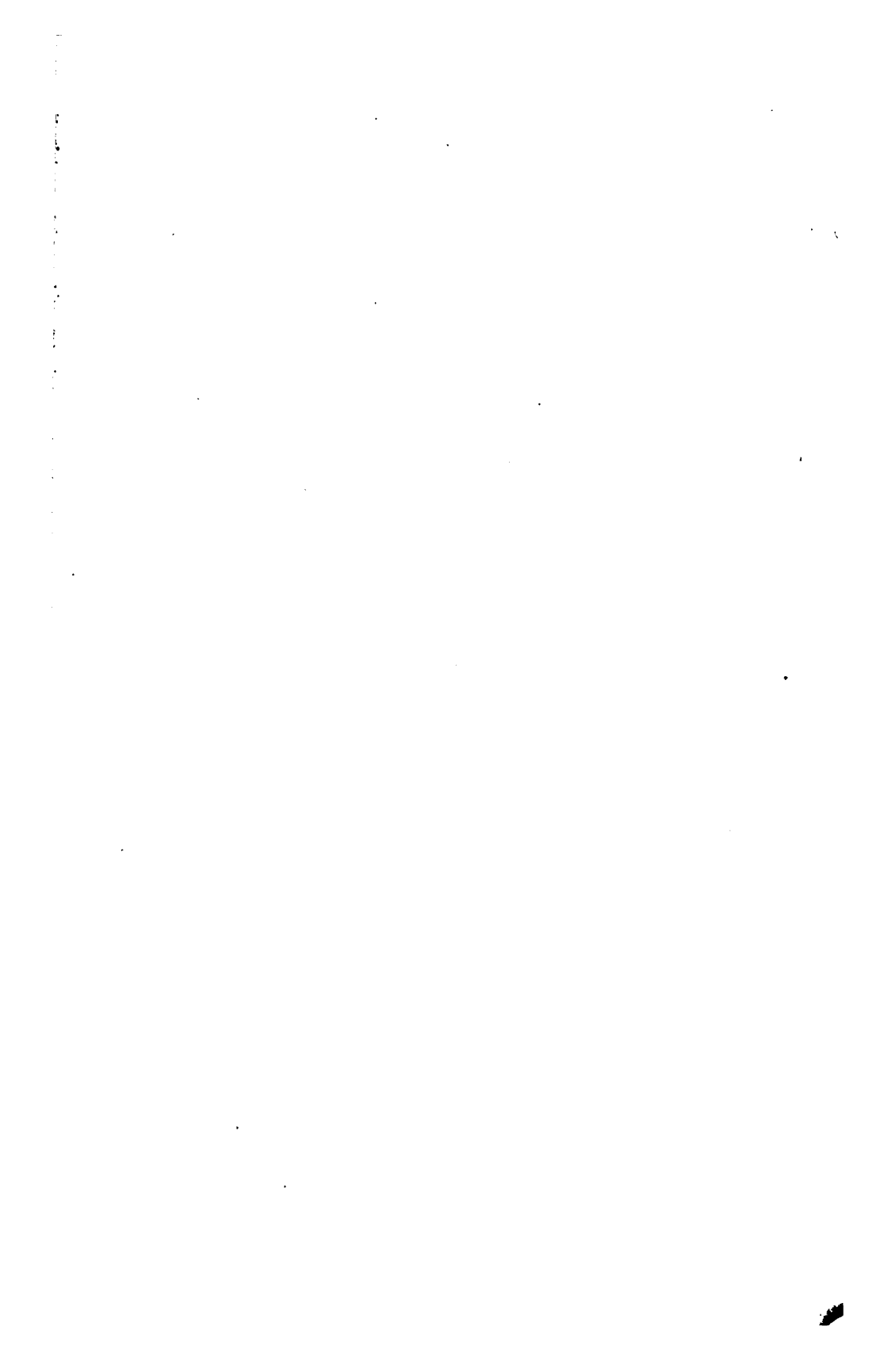
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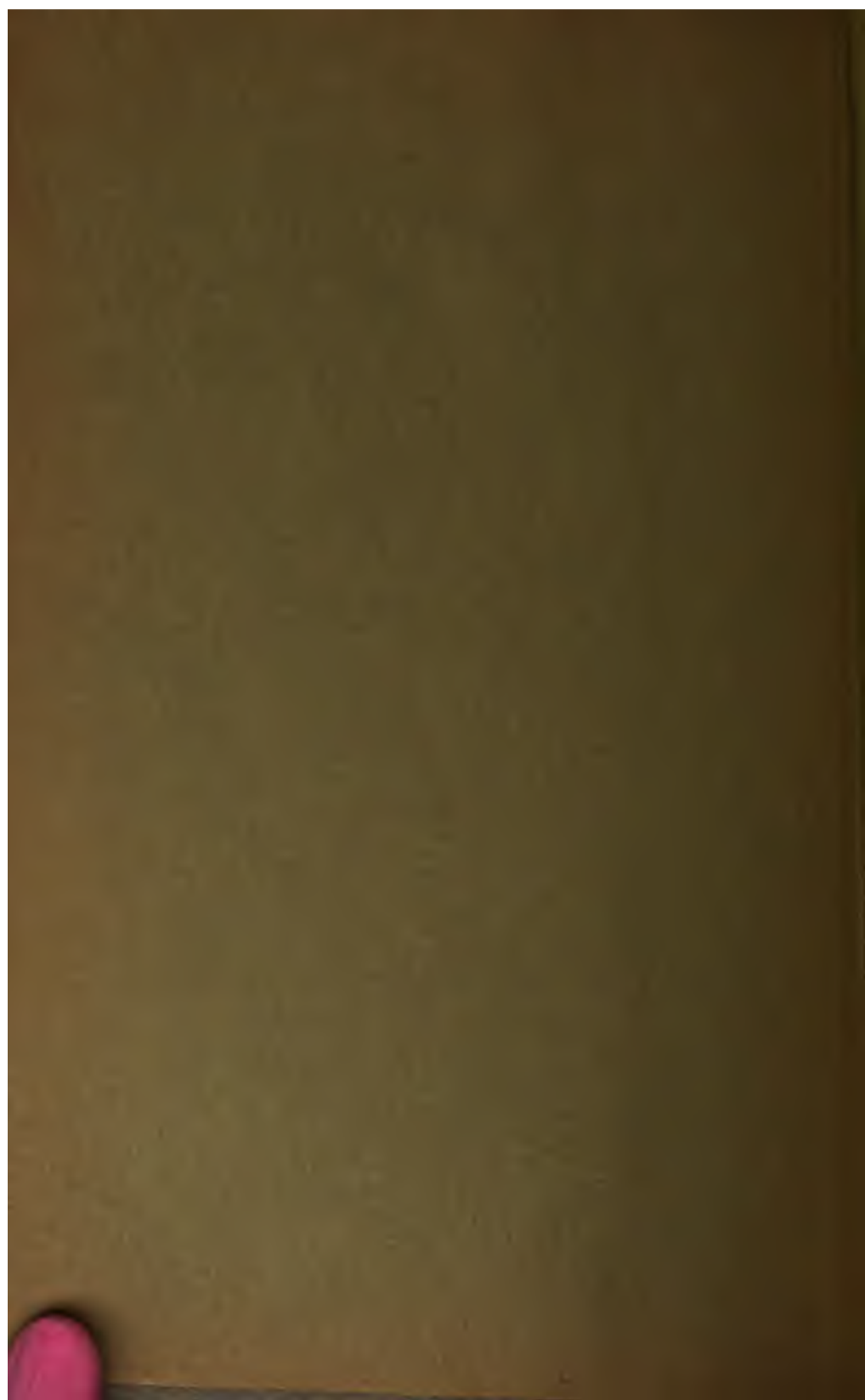
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